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**Sailors' Magazine**



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### THE SOCIETY'S PERIODICALS.

THE SAILORS' MAGAZINE, besides articles on the sea, ships and seamen, represents the work of the AMERICAN SEAMEN'S FRIEND SOCIETY and more briefly of kindred societies.

The Magazine is sent to single subscribers for One Dollar a year, payable in advance.

Persons ordering a change in the direction of the Magazine should always give both the old and new address, in full.

THE LIFE BOAT, an eight-page monthly paper, represents in Sunday Schools the Loan Library work of the Society. Sunday Schools contributing \$20 for a loan library receive fifty copies monthly for one year, postage prepaid.

THE SEAMEN'S FRIEND, containing matter suitable for seamen, is issued quarterly and distributed gratuitously among them. It is supplied to similar societies at the rate of one dollar per hundred.

Provided a request is sent annually for the SAILORS' MAGAZINE, it will be forwarded gratuitously to Life Directors, Life Members and pastors of churches in which a yearly collection is taken for the Society.

It will also, upon application, be sent for one year to any one contributing at least Twenty Dollars for the general objects of the Society, or to endow a Loan Library.

It is necessary that all receivers of the Magazine, gratuitously, should give annual notice of their desire for its continuance.

### REMITTANCES.

Remittances for the AMERICAN SEAMEN'S FRIEND SOCIETY, in payment of subscriptions to the SAILORS' MAGAZINE, or for any other purpose, should be sent to No. 76 Wall Street, New York City, by P. O. Money Order, or check, or draft on New York, to the order of WILLIAM C. STURGES, Treasurer, or money may be enclosed in a registered letter. Postmasters are now obliged to register letters at ten cents each, when requested. If acknowledgments of remittances are not received by return mail, the Treasurer should be notified at once.

### LIFE MEMBERS AND DIRECTORS.

The payment of Five Dollars makes an Annual Member of the Society, and of Thirty Dollars at one time a Life Member. The payment of One Hundred Dollars at one time makes a Life Director.

### FORM OF A BEQUEST.

"I give and bequeath to the AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should certify at the end of the will, over their signatures, to the following formalities, which, in the formation of the will, should be strictly observed:

- 1st. That the testator subscribed (or acknowledged the subscription of) the will in their presence.—2nd. That he, at the same time, declared to them that it was his last will and testament.—3rd. That they, the witnesses, then and there, in his presence, and at his request, and in presence of each other, signed their names thereto, as witnesses.



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Vol. 72,

OCTOBER, 1900.

No. 10.

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### THE LIGHTHOUSE.

Across the stormy blackness of the sea  
The harbor beacon throws its path of light,  
And sea-birds, flying landward wearily,  
Bear down upon it in tumultuous flight.

Against the panes which warmth and brightness shed  
They dash, with eyes accustomed but to gloom,  
The morning finds them broken-winged or dead  
Beside the light which drew them to their doom.

That very night, along that rocky coast,  
A vessel flies before the storm's wild breath,  
Wrapped in thick darkness, every landmark lost,  
She seems, with all on board, the sport of death.

But on the angry water falls a ray,  
Light of the haven whence her course is bound.  
Next morning in the harbor of the bay  
The good ship rides at anchor, safe and sound.

And thou, whose foolish dreams are lying dead,  
Vanquished by Truth in an unequal fight,  
Whose hopes are broken, or have vanished,  
Hast thou contention with the Light of life?

A thousand ships are riding on the sea,—  
Thine own, perhaps, is one of them to-night.  
Though broken-winged thy hopes return to thee:  
Rejoice thou in the shining of the Light!

MARY A. THOMPSON.



## ON THE SEASHORE.

A voice of many waters ! thus to me  
 Old ocean's never-ceasing murmurs rise,  
 Far stretching where the horizon meets the skies,  
 The beauty of eternal life I see,  
 Wave chasing flowing wave unceasingly.  
 No eye can pierce where thy deep secret lies,  
 Or scan the fountains where thy waters rise,  
 Or grasp the sum of thine immensity.  
 God holds thee in the hollow of his hand,  
 And counts the number of thy countless drops,  
 Fixes the boundary of thy wave-beat strand,  
 And with a word thy angry rising stops;  
 And when his voice shall speak the last decree,  
 Thy years shall end, "There shall be no more sea."

F. H. BOWMAN, *in Good Words.*

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 EDITORIAL PARAGRAPHS.

THE Hamburg report in this number refers to the interest taken by Sir WILLIAM and Lady WARD in the Seamen's Mission. As far as possible consuls should be invited to interest themselves in the missions. All would be helpful in some sense, and some would be helpful in the Christian sense.

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THE chaplain at Kobe asks in this Magazine for the aid of its readers in buying a launch, which has been found to be necessary in his work. Six hundred dollars is the sum needed. The Rev. EDWARD MAKEHAM has the endorsement of the Missions to Seamen's Society, of the merchants of Kobe, and he stands high among the missionaries of this Society as a devoted laborer among the men of the sea.

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It is always a pleasure to read the reports of the Rev. R. A. MICKLE, of Mobile. In the present number he reports the partial erection of a Sailors' Home. For this Home he has labored long and patiently. It looks as if he would see its completion in a year or two, and the total cost defrayed by the people of Mobile.

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READ always the letters of seamen in the chaplains' reports, especially the letters in this number written to Mrs. TERRY, the wife of the Port Townsend missionary. Here is a tramp sailor preparing at Moody's Bible Institute for evangelistic work, and it is no uncommon case.

In this connection it is well to thank God for the usefulness of the chaplains' wives. A letter from Mr. JOHN MACNIELL conveys the sad news of his wife's death at Manila. He describes her as "a true helpmate, devout, consecrated, loving, self-sacrificing wife; gifted and noble, thoroughly grounded in the knowledge of God's word, a good musician, with a love for souls and a burning zeal for the glory of Christ." When dying she laid her wasted hand on her husband's arm as he was praying at her bedside, and said "There's no valley, John, but a bright, shining shore, and the Saviour with a smiling face is welcoming me home to heaven." Mrs. MACNIELL labored with her husband in Manila, first with the Y. M. C. A., and then in trying to establish a Seamen's Mission. God help the lonely husband!

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It has fallen to the editor's lot recently to discover that two men with remarkably good endorsements from some of the best men in Europe were frauds. May he be permitted to ask the chaplains of this Society not to give letters of introduction to himself or to others in New York unless he knows the persons introduced or has investigated their credentials. If, for example, an East Indian or Armenian shows them letters from the best men in Europe, let him not add his name to theirs until he hears from the jury of the vicinage, India or Armenia, and is certified that the man's character is good and his object approved. There is always a previous question in such cases: "Why does not the man who wants to do so much good do it through the agency of the Foreign Mission Societies or of the AMERICAN SEAMEN'S FRIEND SOCIETY, and keep himself out of the atmosphere of suspicion?" Another question is "Why do givers of money pass by the old, tried and true agencies, and prefer the peripatetic beggar whose claims are not endorsed by those who know him best?"

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THE following letters to the editor of the *Oregonian*, Portland, are worthy of a wider circulation. If all consuls were to take a hand in fighting crimps and their methods, in seeking to arouse public sentiment, enlist legal co-operation, and combine shipowners and sailors in one earnest effort, crimps would go to the wall and stay there.

BRITISH CONSULATE, PORTLAND, July 16.

To the Editor.—I enclose correct copies of bills paid by the British ship *St. Mirren* at this port in connection with the shipment of fourteen seamen which I beg to request you will publish in full for the information of the people generally as to the present condition of the crimp question here, as I believe there is an impression in the community that there is less ground for reformation here than elsewhere.

I know of no port in the world where such impudent demands are made. You will



notice that \$375 was exacted for stopping a libel by parties in Astoria, who were and are jointly interested with the crimps here in this business, on an alleged contract which had no legal force, being contrary to law.

So are all these exactions. The newest form of imposition is that referring to shipment under wages. I know of masters who have been quite willing to pay increased wages to the men, but were informed that could not be done, that difference must be paid to the crimps, and before any man could be shipped.

The *St. Mirren* carried 3,200 tons of wheat, so that the crimps received about three shillings a ton for furnishing fourteen men, which sum unquestionably comes out of the pockets of the Oregon farmers and exporters.

I wish sailors to understand that there is no occasion for their having anything to do with crimps, and furthermore that any attempt to make them pay anything for procuring employment is severely punishable both by federal and state law. It seems to me that the good name of the port and the interests of the state require that united action should be taken to remedy this state of affairs and regulate this illegitimate business. I am, your obedient servant,

JAMES LAIDLAW,  
H. B. M. Consul.

[Copy.]

PORTLAND, Ore., May 10, 1900.

Capt. Hamilton and owners of the British ship *St. Mirren*, To L. Sullivan, Dr.

For shipping men for five pounds instead of six, and giving the sailors that shipped in said ship \$300.00 (ten in all that shipped) except carpenter, cook, second mate and steward. For shipping all sailors for five pounds instead of six and also for shipping carpenter, cook, second mate and steward under wages.

\$300.00.

Paid, L. SULLIVAN.

PORTLAND, Ore., May 30, 1900.

Capt. Hamilton and owners of the British ship *St. Mirren*, To L. Sullivan, Dr.

For stopping libel on British ship *St. Mirren* for contract by Kenny and Lynch which they had. Sullivan guarantees the said ship over the bar for the sum of three hundred and seventy-five dollars.

\$375.00

Paid, L. SULLIVAN.

PORTLAND, Ore., May 31, 1900.

Received from Capt. Hamilton of the ship *St. Mirren* the sum of fourteen hundred and seventy dollars, to be paid to party or parties producing receipt for work performed in connection with himself and vessel.

\$1,470 00.

J. P. BETTS

PORTLAND, August 6.

To the Editor.—It was with some surprise that I read the remarks under the caption of "Scarcity of Sailors," in the shipping columns of the Sunday *Oregonian*.

I believe that there is a desire on the part of most law-abiding citizens of this state to purge its ports of the reputation they have unhappily acquired for the most impudent extortion on the part of the "crimps" of any in the world, and this cannot be done by crying peace when there is no peace, or by suppressing facts. It would be vastly better for the reputation of the ports that there should be some delay than that the law should be openly derided by a set of rogues. Whether there is any use for the crimp is questionable, but I deny that the arrangements of last year were the most satisfactory ever had for the supply of sailors or that the crimps of Portland and

Astoria merit any more consideration for their contemptible business than is given elsewhere. In the year 1889, when the provisions of law respecting crimps now on the statute books of the state were enacted and rigidly enforced, for some time after the result was that plenty of men were to be had who made their own arrangements with shipmasters and no "blood money" was paid. The rascally business of crimping was then at a low ebb, and could have been kept so by the same means. If this business is a necessary evil, which is extremely doubtful, it can better be kept within bounds by the competition of several sets of rogues than through the dictation of a syndicate of law-breakers. I am ready to admit that there are masters who will take what your reporter calls a "rake off" wherever they can get it, but I am not prepared to believe that such was the reason for the coalition between the rivals in this thieving business, which is now costing the people of Oregon 2s. 6d. per ton on every ton of wheat shipped, nor that many masters can be found who will not secure their crews on the cheapest possible terms in their owners' interest. Neither do I believe that many of them would consent to be partakers in the iniquity of the whole business, and I should require better proof than the statements of any crimp to this effect. Whether freights are high or low, owners naturally object to extortion, and would prefer to pay higher wages to the seamen than to submit to a new form of exaction under the pretext of shipping men under wages by a payment to a set of men who grow rich by inciting sailors to break one contract so that they can sell their services after they have been robbed of everything they possess. Why not give the owners, masters and seamen a chance by protecting them through a strict application of existing laws? Employment agents, I believe, get from \$1 to \$2 a man for procuring employment for other laborers, and the law allows the munificent remuneration of \$10 per man for hunting up sailors, which would satisfy any reasonably honest man. It is a dishonest business at best, and in no part of the world has a crimp any standing amongst decent men, but here I believe the service is paid at the rate of \$82.50 per man, and in addition \$50 per man is now insisted upon for keeping down wages. I recently read a letter from one of the largest shipowners in the United Kingdom, whose ships have taken no small part in the commerce of this port, in which he expresses his intention of fighting shy of the port unless he could get a rate of freight which would compensate him for such enormous charges, and I believe his sentiments are reciprocated by most owners. The producers of Oregon must therefore look to paying 2s. 6d. extra or more for every ton of freight shipped unless something is done to protect the shipowner. Are the people of the state prepared to keep some seven or eight men in comparative affluence at their expense for doing a service which any lounge on the street could do as well?

I naturally favor the British system of licensing seamen's boarding houses under heavy penalties and stringent rules for the conduct of their business, as it has worked so well. Under this system the crimping business has been practically killed there, and with a strict enforcement of laws the same can be done here. There is said to have been a time, years ago, when some London crimps had fine places in the country and drove into the city in their own carriages to attend to their iniquitous business. Legislation, properly enforced, stopped all this. I have to apologize for the length of this communication, but the subject is one which, more deeply than most people are aware of, concerns not only the shipping trade of my own country, which I am here to protect, and also that of every maritime country, but even more deeply every citizen of this city and state.

Yours respectfully,

JAMES LAIDLAW,  
H. B. M. Consul.



WE gratefully acknowledge the receipt of packages of papers from Miss MARY D. HOWELLS, of New York City; the Women's Christian Temperance Union of Putnam County, N. Y., and a box of papers from an unknown donor.

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THE Secretary is ready to preach in any church in behalf of this Society, to explain its work to the King's Daughters, to the Society of Christian Endeavor, to Monthly Concerts of Prayer, to Sunday Schools, to parlor meetings. Write to him at No. 76 Wall Street, New York.

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LOAN LIBRARIES. The master of the schooner *Daisy Farlin* writes of No. 9,875 :

We have had it for several voyages and we have always found the books very interesting, and they always help to pass many pleasant hours at sea.

The master of the barkentine *E. M. Williams* writes of No. 10,548 :

During two voyages the sailors have found enjoyment in their contents. They have helped to pass away a great deal of their spare time. The books are instructive as well as interesting.

The master of the barkentine *Mary Hendry* writes of No. 10,604 :

I herein express my thanks to you for your library which I have had on a voyage to west coast of Africa and Central America. The books have been read by myself and most of the crew, and I can say we highly appreciated the books, which helped us through many lonesome hours and from which we gained useful knowledge and good morals.

The master of the ship *John McDonald* writes of No. 10,620 :

Your library, which has circumnavigated the globe with me upon this last voyage, has been quite a boon to the several crews I have employed during that time, the books being read with interest and I trust with profit to at least some of the men.

The master of the bark *Star of the East* writes of No. 10,625 :

Your library, which we had on board during the last voyage to New Zealand, was much appreciated by myself and crew; many thanks for same and also for the new one.

The master of the brig *Fredericka Schepp* writes of No. 10,634 :

Your library has been on board the *Fredericka Schepp* the last voyage to San Andreas; during that time the books have been read by all both forward and aft; thanking you for the use of the library.

The captain of the *Marjorie* writes of No. 10,645 :

It has been read by the present crew and they appreciate it and I thank you very much for it; also it was read by my crew last winter in the West Indies and on the Florida coast. It did the crew lots of good.



## LIFE ON THE GRAND BANKS.

Several hours' sail from the south shore of Newfoundland lies a submerged kingdom as mysterious as the lost Atlantis. Wonders of the sea that are real and living exist in the submarine valleys of this vaguely known realm. Snails, mussels, clams, and other shell creatures vegetate in the oozy depths of the hidden plateau and feed on the Arctic current that sweeps southward. Higher in the scale of life and preying on the lower forms are herring, squid, caplin, and other small fish that swarm over the surface of the water till the sea flashes like burnished mail; but these, too, become food for more powerful fish, being devoured by myriad cod.

Swordfish, thrashers, sharks, and other highwaymen of the deep with a noted preference for whale meat, but refusing nothing from clams to devilfish, often invade and lay waste the populous cod territory. Porpoise schools in countless numbers race across the Grand Banks, or separate and lie in ambush among waving sea-weed for the passing of some heedless fish; but these swift, restless, clumsy, brown-backed fellows are most at home cutting surface water at the rate of an express flyer. The giant octopus, or devilfish, also visits the region; and herds of whale, with the sharp-eyed curiosity that characterizes the great ocean mammal, meander about on leisurely tours of inspection. Unlike the Pacific species, the Atlantic subsists only on the minutest particles of watery life, strained through the fringes of the baleen that hang from the roof of his mouth; and frequently he succumbs to the attacks of enemies smaller than himself. Not this ponderous, help-

less creature, but the little objects about whom the whale manifests so much curiosity, that float about throwing out lines with squid on the end, or drawing in lines with squirming cod attached, Man, the Arch-Destroyer, crowns the scale of life above the Grand Banks.

Almost as keen a struggle for existence goes on among the fishermen as among the denizens of the deep. Barely has ice cleared from Newfoundland harbors, enabling the fishermen to obtain a supply of bait, when schooners, brigs, clumsy catboats, craft of nameless rigging, and big round French bateaux come driving before the wind with sail full spread, like gulls on the wing, racing for the best fishing-ground above the Grand Banks. In one respect the Newfoundlander has the advantage. He can get herring, squid, and caplin for cod-bait from his own harbors as soon as spring opens; and rather than waste a month of the too short fishing season catching bait in Newfoundland bays, even if international laws allowed that privilege, the Newfoundlander's rivals from the French island of St. Pierre and American coast towns buy their bait from him. Then begins the race. Miners on stampede for new gold diggings could not be more eager for first choice. As stakes must be driven to secure mineral ground, so cod-nets must be set within a specified time or the claim is void; and laying a cod-trap is more difficult than staking a mineral prospect. Twelve men are required to lower the great cod-seine, paying out the cordy entanglement with its floats and sinkers to a depth of more than six hundred feet, till it rests in

the water like a parlor of net without any roof and with a large door. Rough, heavy seas—the aftermath of winter gales—have not usually ceased running before the fishermen reach the Banks early in May, and to the confused sounds of friendly keels thumping together, half-a-dozen dories being noisily launched from each schooner, and the final shouts of men whose skiffs are already riding over the waves are added the many voices of a turbulent sea.

The antics of a fisherman's dory tossing over the billows are a never-ceasing marvel to the landsman. How that little craft, without ballast, rough-jointed and home-made, with no characteristics but crudeness and roominess, mounts from trough to crest and plunges from crest to trough, now hidden under spray only to bob into view a moment later, without so much as shipping a cupful of water, is a mystery to the spectator. Everywhere to the horizon are Bankers' sails, yellow and red and white and black and all possible shades, swelling to the breeze or resting at ease; and everywhere are bronze faced fisherfolk, in yellow oilskins and white corduroy and blue blouses, skimming the billows in these frail cockle-shell skiffs. But the Grand Banks cover an area of more than six hundred miles, and there is ample space for Americans, Canadians, Frenchmen, and Newfoundlanders. Always the swarthy men from Brittany and St. Pierre, with their peasant caps and brass ear-rings and gaudy colored shirts, keep well to themselves, and could be distinguished from the bluff, ruddy men of Saxon speech, even if the round, black-painted bateau did not betray their nationality.

It is against the elements rather

than each other that the Bankers fight the keenest battles. With each other, the struggle is for gain; with the elements, for life; and that perhaps explains why the very men who fall to breaking heads indiscriminately before they have been in port half an hour maintain a boisterous, rough-and-tumble harmony as long as they are on the Grand Banks. In spring cod are near the surface in shoals, feeding greedily on small fish that dart over the top of the water like myriad silver arrows. Then nets only are used, and as many as fifty or sixty hundredweight of cod come up at one haul. Later in the season lines are required, and the fishermen stay at their posts till the cold stiffens the cord into a rope of ice, their clothes become encased in frozen spray, and the boats so clogged and weighted with ice that they can no longer climb the mounting waters. Then it is that common danger unites all fishermen into one brotherhood. The sharp-prowed, light clippers are perhaps the most daring of all the Bankers in remaining on the fishing ground late in the autumn; but at times neither their speed nor lightness saves them from the icy burden that drags many a smart craft to the bottom.

One speedy, two-masted clipper dared closing winter by staying out on the Banks after all other vessels had turned prows homeward, and so intent were the crew weighing and storing down their last catch that they did not observe that the hull, masts, spars, sails, and rigging were becoming so encrusted with frozen spray that the boat would presently be ice-logged. Then a stiff land breeze sprang up, rolling great breakers seaward, high, white, and transparent like snow drifts, while



sheets of freezing foam flung against the clipper's icy sides weighting her down; and the skipper suddenly awakened to the fact that his ship was gradually, but very surely, settling in the water. There was a wild attempt to unfurl sails and scud for shelter, but the sails were as solid as rigid board, and while the crew were getting out fresh canvas the clipper shipped her first billow. She righted herself, as these stanch little Bankers will, and the sailors were heroically trying to get their ice-laden craft to port against a freezing cold wind, when a long swell dashed furiously against her bow. The little ship was too heavily clogged to rise and ride over her assailant. She ploughed through the breaker for twice her own length, sinking at every foot of progress, and the masts were now literally sheets of ice. There was no time to launch the small boats, for the rising wind caught the stiff sails like the fans of a windmill, and before the clipper could be swamped by another sea, toppled her neatly and cleanly over, the ice-weighted masts going under and the keel bottom turning up. It was a bitter cold plunge for the crew, and one man could not swim; but the others clung to the slippery, iced sides and hoisted their unfortunate comrade into safety on the keel. This man, in turn, pulled the other drenched, freezing fellows up beside himself; but the rescue was only a respite. The ice began to thicken on the up-turned bottom as heavily as it had been on the deck, and the men's clothing became so stiff and rigid it cumbered all motion. How long they drifted about in this condition is not known, for when one of the south-shore coasters came to their rescue, the faint,

half-conscious men were beyond speech and could give no account of themselves.

Other dangers besides winter gales beset the crews of the Bankers. Owing to the southward drift of icebergs and the Arctic current, the Grand Banks are subject to fogs, especially in early summer when the meeting of warm and cold air currents in a humid region produces a thick mist. This is the reason travellers whose ocean route takes them across the margin of the Banks imagine the whole Newfoundland is always enveloped in fogs, which is not the case, the southern region alone having these peculiar conditions which cause an almost continuous fog during early summer. On such occasions the Bankers' only safety is in lying at ease, and as all do the same, there is little danger of collision among the fishing-schooners. Not so with the fast ocean-liners. Once out of port, fog or no fog, the steamer throws the waters astern; and often at night a sudden crash rends the misty stillness, and up from a fishing-schooner goes a cry of alarm. The ocean vessel hurries on her way unheeding; but in her wake a trace of wreckage swirls for a moment in the eddies and disappears. Most of these wrecks take place at night and on the south edge of the Grand Banks in the path of great ocean-liners. The number of such collisions cannot be known, for foggy nights shut off spectators, and the steamers have every reason for not wishing to know the extent of the damage they may have caused. One has only to mingle with the fishermen of Newfoundland to learn that with every allowance for the exaggeration of superstitious, yarn-spinning people, there are far more wrecks

caused by such collisions on the south margin of the Grand Banks than are reported to the outside world.

But there is another side to this life of hardship on the Banks. There are happy, sunny days when the sea shimmers like gold and sapphires, and scores of dories rest motionless about the schooners, while the fishermen lay idly back for their nooning, and to the tune of the kettle, simmering above a bark fire on stones in the bottom of each boat, strike some of their native ballads, a love-song, or one of their beloved and patriotic "Come all ye's:"

"Come all ye Newfoundlanders  
That ride the briny sea!  
Come all ye Newfoundlanders  
And listen unto me!"

There are times, too, when "the Yankee boy from Gloucester," and the Canadians and the Newfoundlanders all go ashore at some of the Irish settlements on the

south coast; and if the Frenchman is not there, too, his contraband rum is. What happens afterwards may not be recorded.

Such is the life of the toilers on the Grand Banks and such has been their life for four hundred years; for almost immediately after Cabot's discovery in 1497, Basques and Normans and Britany men, men of Devon and Gloucester and Bristol, yearly crossed the Atlantic to the cod-fisheries of the new world. Here was the nursery for those seamen who humbled Spanish pride by defeating the Armada and built up England's maritime greatness. Here was the region which Lord Bacon described as containing "richer treasures than the mines of Mexico and Peru"; and doubtless his words suggested that apt metaphor so often applied to the fishing on the Grand Banks, as a "mining of the silver quarries of the deep."—A. C. Laut, in the *Evening Post*.

## U. S. LIFE-SAVING SERVICE.

(Concluded from September number.)

*Wreck of the schooner Albert L.  
Butler.*

The horse was hitched to the cart, and the crew started for the wreck, but it is difficult to convey to a person unfamiliar with the region an intelligent idea of the toil and struggle necessary to drag any sort of loaded vehicle, even a comparatively light one, through the deep and yielding sand. The flying particles at times almost blinded the men and the horse, and now and then they were obliged from sheer exhaustion to

halt to regain their breath. To force a way through the deep sand drifts which they frequently encountered, the men were constantly heaving at the wheels, and the panting horse was compelled to pull and tug with desperate efforts. But, notwithstanding all these difficulties, the apparatus was placed abreast of the wreck at a few minutes past 11 o'clock. Just at this time flashes of lightning occurred, and a burst of thunder rolled overhead, as if to multiply the terrors of the shipwrecked sailors.



The vessel was only about fifty yards off, and four men could be seen in the rigging. The life-savers planted the Lyle gun on the bank some twenty-five feet higher than the vessel's deck, and keeper Cook fired a No. 7 line, which landed aloft between the main and mizzen masts. But the sailors made no move to reach it, and to hail them with instructions was impossible, because the strongest voice could not reach that distance above the roar of the storm. Signals were made, but there was no indication that, if seen, they were understood. Although the line seemed to be obtainable without serious difficulty, the gravity of the situation would permit no delay, and consequently the keeper promptly fired again, the line this time falling right across the deck close to the sailors, one of whom quickly seized it, hauled the whip line on board, and made the tail block fast in the mizzen rigging. So far he had acted with due intelligence, but now, either because he did not read the tally board or was too frightened to proceed in the usual way, he attempted to reach the shore by the whip line without waiting for the hawser or breeches buoy. The instant he placed his weight upon the line it sagged until he was in the water. There was now nothing to do, however, but haul in and try to drag him through the breakers. Fortunately this was accomplished and the poor fellow reached the land alive, but he had an exceedingly narrow escape.

Not long after this the mizzen-mast gave way and crashed forward, going by the board and fouling the rigging and whip line. The other masts still remained, and if the heedless sailors had only waited a few moments another

line would have been sent them, and with a little cooperation on their part the gear could have been set up. But they were too badly scared, and two more of them quickly laid hold of the whip line to get ashore as the other had done. Signs were made for them to wait, but they would not, and the life savers, therefore, without much hope, but because there was no other way, began to haul in. The snarl of ropes at the other end stopped the line from running through the tail block, and just at that moment, says the keeper, "a big sea, I should say twenty feet high, rolled in and buried the vessel, men, and everything. I had hold of the whip line, and could feel when the sailors lost their grasp. They were washed off, and that was the last we knew of them."

*Wreck of the schooner Amelia G.  
Ireland.*

The keeper was now convinced that the mark was too far away for successful line operations, and he once more turned to the boat. It was about noon, and near low water. The life saving crew had been on duty of the most exacting sort for thirteen hours; one of them, Cahoon, was completely exhausted, while the rest were beginning to show the effects of their protracted exertions. But fortunately a number of brave fishermen had joined the little company and were ready to lend assistance. The keeper selected three of the most stalwart, Abram F. Cooper, Moses P. Cooper, and Linus S. Jeffers, who increased his force to nine men. The wind having drawn a little more to the northward, the boat was taken to the most favorable point for launching, and, every man bend-

ing to the effort his utmost power, she was pushed out into the surf, only to be hurled back as before. After a little breathing spell, still chafing with their hot purpose, the indomitable fellows again rushed the boat into the ugly breakers almost twenty yards, but the wind wrenched her from their grasp and tumbled her back upon the beach. No men less than fabled giants could do more, and with dejected spirit the keeper was compelled to call a halt.

Apparently all resources had been exhausted, but in the heart of keeper Hayman there was no rest. There might yet be a lucky chance of putting a line on board. At all events he would try again. The case was a desperate one, and therefore he felt himself justifiable in now loading the gun with extra regulation charges, which rarely succeed, but might peradventure, in this instance. Accordingly the No. 4 line was fired with an 8-ounce charge—far beyond the rule—and the line parted close to the projectile. Notwithstanding this failure, the line was tried again with a 9-ounce charge, but with the same result. It subsequently appeared that one of the five projectiles reached the vessel, where it was found on the following morning by Mr. W. H. Morton who testified to that effect. This was probably the line which the surfmen could not haul back, and then supposed had become entangled in the wreckage. Sunset was now at hand. The life-saving crew had been hard at work for eighteen hours continuously without food, and the physical strain could not be much longer endured without a pause. Therefore the keeper felt bound to let them go to the station for dry clothing, something to eat, and a little

rest. Two of the faithful fishermen remained on the beach to keep the fire burning and maintain the lookout. During their voluntary vigil they detected no change in the position of the vessel or further signs of distress.

About midnight, when the tide was again low, the life-saving crew resumed operations. By this time the wind had somewhat abated, although it was still blowing hard with frequent dense snow squalls. The sailors on the schooner could not be seen at all, and in view of the probability that they must needs be much used up and very likely unequal to the handling of lines, keeper Hayman concluded to renew the siege with the boat. Farther to the westward was the best place (the wind now being north), and to that point the boat was taken. Then followed an extraordinary effort by eight of the best men on the coast, animated and sustained by an indomitable resolve that they must succeed. The number was reduced from nine to eight by the declination of one of the volunteers to longer remain in the party. He is reputed to be one of the ablest boatmen on Gay Head, and declined simply because in his opinion the attempt would be too hazardous to be justified. Some of the most skillful surfmen of the island, aiding wherever they could, watched the battle with foreboding. But this time there was no such word as fail, and by rapid, dextrous, and sturdy action the heroic eight sent the quivering boat clear of the beach and held her unswerving to her course. Confidence now prevailed in all hearts; practically the rescue was achieved, for once afloat the life-savers were bound to win. Steadily they held their way to a point off the port bow of the wreck,



which was found to be encumbered by a tangled mass of spars, planks, sails, and rigging, which forbade further progress that way. Then they retreated a moment, but only to find a better place, and a little later dashed into an opening of clear water close to the martingale. This was the only possible approach, and the sailors hastily hove them a line. Then with quick and skillful movements the six living men were taken into the little ark of their deliverance, and as swiftly as conditions would permit, landed on the beach. One poor fellow hung in the rigging dead, where his shipmates stated he had needlessly exposed himself. For twenty-nine hours the life-savers had stood bravely to their noble work with only one short respite.

The names of the men who man-

ned the boat on this triumphant occasion were, N. C. Hayman, keeper; Francis Manning, Benjamin J. Attaquin, Timothy W. Mayhew, Jesse Smalley, and Samuel J. Anthony, surfmen, and Abram F. Cooper and Linus S. Jeffers, volunteers.

The survivors were so thoroughly worn out by the terrible exposure that they could hardly move, and it was only after a gallant struggle and much assistance that they finally reached the life-saving station, where they received necessary treatment, and were supplied with clothing from the generous donations of the Women's National Relief Association. After spending three or four days at the station, they were conveyed to New Bedford by the revenue cutter *Dexter*.

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#### ESTABLISHMENT OF AN AMERICAN MERCHANT MARINE.

There is doubtless a more general and a more active interest among Americans at the present time in the establishment of an American merchant marine for the foreign trade than there has been for at least a generation. The causes are not far to seek. Our very large expenditures in building war-vessels have created shipbuilding plants on the seaboard adapted to the construction of merchant steamships of the greatest size and highest class. Within a little over a year our navy has won signal victories which have impressed upon the rest of the world the belief that hereafter the United States must be consulted in matters relating to the oceans. We have recently acquired Hawaii and the Philippines in the Pacific and Porto Rico in

the Atlantic, with a temporary protectorate over Cuba. Our insular possessions impose upon us obligations in the way of providing transportation facilities which we cannot neglect for their sakes, even if we could afford to be indifferent for our own. Manufactures have developed so rapidly that the place the home market filled in the political discussions of fifteen or twenty years ago is now filled by the foreign markets. Expansion, in the political sense, is a corollary of our industrial expansion, and for this reason we may rest assured that it has come to stay. With our thoughts turned to the over-sea trade, it was inevitable that at the same time they should be fixed upon the insignificant part American vessels fill in that trade. That insignificance

was brought close home by the fact that the war department could not find as transports nor the navy department as colliers American vessels, but both were forced to buy steamships under the British flag to serve as these necessary instrumentalities during and since the war with Spain. All these reasons have had their influence in arousing an interest in the subject. That interest has been encouraged by the introduction of a bill by Senator Hanna of Ohio and Representative Payne of New York, reported by Senator Frye of Maine, which is the result of careful study and general consultation by the shipping and industrial interests of the United States, such as have not in many years been applied to measures relating to our maritime affairs.

A cursory examination of the

progress of maritime nations and a glance at the methods they employ may be of some interest at a time when Americans desire a more creditable representation among the world's sea powers in time of peace. The usefulness of sail vessels and large barges for certain trades is not forgotten, but, as is familiar to all, the growth of ocean shipping is wholly in the line of steam. The world's sail tonnage has declined from 14,185,836 tons in 1873-4 to 8,693,769 tons in 1898-99. The steam tonnage of the principal maritime nations at the present time and twenty-five years ago, according to the records of the Bureau Veritas, with the percentage of each nation of the total and the percentage of growth for the quarter of a century is as follows:

	1873-4.		1898-9.		Increase 1873-4 to 1898-9 Per cent.
	Steam Tonnage.	Per Cent.	Steam Tonnage.	Per Cent.	
Great Britain.....	2,624,431	60.4	10,993,111	58.5	311
United States.....	483,040	11.2	810,800	4.2	68
France.....	316,765	7.4	952,682	5.1	200
Germany.....	204,894	4.8	1,625,521	8.3	693
Spain.....	138,675	3.3	520,847	2.7	275
Italy.....	85,045	1.9	420,880	2.2	395
Holland.....	72,753	1.7	363,200	1.9	399
Russia.....	67,522	1.6	358,415	1.8	430
Norway.....	41,602	.9	628,493	3.3	1,410
Japan.....	.....	.....	430,509	2.3	.....
All others.....	293,466	6.8	1,773,674	9.5	504
	4,328,193	100.0	18,887,132	100.0	336

Norway's increase in steam tonnage, 1,410 per cent., has been phenomenal, but it is even more remarkable that alone among maritime nations Norway retains as great a sail tonnage as twenty-five

years ago. The country offers scant opportunity for agriculture, and manufactures are not conducted on a large scale. The Norwegian is compelled to turn to the sea for a livelihood. Since the



abandonment of wood and the introduction of steel, Norway has ceased to be a ship building nation of importance. It does not need a large navy, and lacks the inducement for the establishment of domestic ship yards. Ships are a national necessity of the first importance, so Norway has long followed the "free ship" policy. She can operate vessels more economically than Great Britain and by buying vessels in Great Britain can thus successfully compete. So many Norwegians are sailors that the law of the nation, requiring two-thirds of her crews to be Norwegian subjects, is in effect no restraint on national navigation. Norwegian ships do not suffice to provide for her mariners. About 20 per cent. of the seamen on American vessels are Norwegians and they constitute also a large percentage of the crews of British vessels. Norwegian natural conditions are thus so radically different from those which obtain in the United States that her progress offer little that is instructive in the solution of our problem.

In 1873 Japan's steam tonnage was so small as to be classed with the scattering, while this year that country has taken the seventh rank. The tonnage of Japanese steamships clearing from the United States for Asia in 1898 was greater than the corresponding American tonnage. Japan has found no inconsistency in adopting both the "free ship" and the subsidy policy. They are not conflicting propositions, but independent methods of dealing with two different subjects. Japan's present subsidy legislation contemplates an expenditure of about \$5,000,000 annually, apportioned among fast steamships, general navigation bounties for slower ves-

sels, bounties for construction of steamships in Japan and fishing bounties. Japan has an abundance of seamen who work for low wages, and the Japanese laws require the crews of vessels to be Japanese subjects, officers in some cases being excepted by special permission of the government, until a sufficient number of Japanese have been trained to the service. Japan's naval rank renders it necessary for her to have ship yards of her own. She has already become one of the seven nations which can build steel steamships of 6,000 tons.

Next to Norway and Japan, Germany, which shows an increase of 693 per cent., has made the most rapid development as a maritime power. Her growth virtually dates from the adoption of the policy, urged by Prince Bismarck in 1881, and inaugurated in 1885. At that time German ship yards were not important. All the large German steamships were built in Great Britain, the lower cost of operation under the German flag permitting Germans to compete with the British, thus making the free ship policy available. In 1885 Germany voted an annual subsidy of 4,400,000 marks [mark=23.8 cents] to the North German Lloyd Steamship Co. for fifteen years for lines to Asia and Australia. This subsidy was increased to 5 590,000 marks last year. A subsidy of 900,000 marks for a line to Africa, begun in 1890, is to be increased to 1,200,000 marks next year. When this policy was begun Germany also established low freight rates on government railroads for ship building materials. To these legislative aids the Germans in official reports attribute their recent growth in ship building for the Atlantic as well as the Pacific

trade. The difference in the cost of building steel steamships in Great Britain and Germany has been greatly reduced, German operating expenses are appreciably less than British, and Germany does not impose restrictions on the nationality of her crews. The Empire, too, has pursued for some years a vigorous colonial policy. Germany has developed her merchant marine before her navy, and is now using the ship building plants, promoted by government aid, in the construction of war vessels.

France in 1872 adopted the discriminating duty policy, which met with such effective retaliation and proved so disastrous that it was abandoned in 1873. In 1881 the policy of navigation and construction bounties was adopted, and continued with modifications in 1893. While many millions have been spent under this policy, the results have not been great by comparison with the progress of other nations. France is peculiar among nations in charging tariff duties on ship building materials, and as her construction bounties are in part designed to offset those duties, this form of aid to shipping is more apparent than real, being in fact a partial refund of amounts already paid by ship builders to the government. The navigation bounty is peculiar in awarding larger bounties to sail vessels than to steamships, so that, under the natural decrease of sail vessels, the system calls for maximum expenditures with minimum results. Again, the French law provides that three-fourths of the crew of a French vessel shall be French citizens, a requirement which contributes materially to the reduction of the French mercantile marine. Other eccentric

features of the French system are difficult to understand.

The Italian government has had in force since 1885 a system of general navigation and construction bounties in outline resembling the French, but without the latter's eccentricities. Italy's progress as a maritime and shipbuilding power has been greater than that of France, though Italy is handicapped by meager native coal supplies. Both nations have adopted the "free ship" policy.

Great Britain in 1839 began to subsidize steamships as soon as ocean steam navigation began to seem of probable importance. That nation, for political and commercial purposes, has steadily pursued that policy ever since, expending in some years upwards of \$6,000,000 for the purpose. The "free ship" policy was adopted ten years later, in 1849, by Great Britain. It never has contributed to Great Britain's predominance on the sea, because until 1854 the British were handicapped by a law requiring the officers and three-fourths of the crew to be British. For twenty years before the civil war the United States were building ships cheaper than they could be built in Great Britain. From 1854 to 1864, had the war not intervened, Great Britain would doubtless have purchased many vessels from the United States. The Rebellion drove 800,000 tons of American shipping to the refuge of the British flag. For a third of a century vessels have been built more cheaply in Great Britain than elsewhere in the world, so that the privilege of buying elsewhere is practically never used by a British shipowner, except occasionally in the colonies. By adopting this policy, however, Great Britain has encouraged other



nations to follow the same course, from which British ship builders have undoubtedly derived great benefit.

This necessarily incomplete review of the navigation laws of other countries is made to illustrate how impossible it is to attribute to any one maritime policy a nation's success or failure. From natural conditions the "free ship" policy has been absolutely without effect in producing Great Britain's greatness, while it has been indispensable to Norway's welfare. General subsidies have pushed Japan rapidly forward on the ocean and have secured only meager results in proportion to expenditure in France. A stringent law as to nationality of crews is a matter of indifference to Norway, an injury to France and an impossibility for Great Britain and Germany.

No headway will be made in the United States by blind advocacy of any one system simply because it is in use by a nation which is

successful on the ocean. We may entertain the hope, however, that by selecting from systems elsewhere in use those features which are best adapted to our own conditions and requirements we shall ten years hence take rank as a maritime commercial power. For in one respect the table above gives the United States greater prominence than we can claim. While the figures for other nations relate chiefly to their steam tonnage in the foreign trade, the figures for the United States include a large part of the splendid steam fleets of the Great Lakes and of the trade between our Atlantic ports, not subject to international competition. On July 1, 1899, our tonnage registered for foreign trade was only 360,030 gross tons.

The strength of the Hanna-Payne bill, so-called, lies in the fact that it is based on a selection from other systems, adapted to American conditions and requirements.—*Eugene Tyler Chamberlain, in Marine Review.*

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#### WITH CHAPLAIN TREANOR.

A few weeks before writing these lines I was going down the companion-ladder to the master's cabin on board a coasting vessel in the Downs, when my gaze was arrested by a polished brass plate about two feet by one foot in length and breadth, fastened to the wood work right in front of me as I descended, and bearing the inscription, "Prepare to meet thy God."

One would hardly see this in any place of business ashore. Sailors too are not infrequently met of the ramp of the following specimen.

I had got on board a large ship, the *Toxteth*, bound from London to Sydney. There was to be ser-

vice in the fore-castle, and we were getting things ready and filling a very neatly-made bag to be fastened in the fore-castle with books for the men "for'ard." Open on the deck was our "foreign" box, with Bibles and tracts in twenty-five languages, over which, as I was bending down, there came along the steward of the cabin in a clean white apron and with a smart white paper cap on his head. He was carrying a regular sheaf of plates and dishes all ready for the approaching dinner, and as he stooped over the interesting box he said, "What's all this about—what sort of books are these?"

I said, "The best of books—I hope you know something about them."

He bent lower—white apron, cap, dishes, and all—and said to me with deep solemnity, "The Lord is my portion!" and I felt sure he would do his duty no worse for that, but "as ever in his great Taskmaster's eye"—words that may rightfully apply even to the humble office in which he was engaged.

I compress into a few lines my visits to the different cabins all round this ship—the apprentices', carpenters', sailmakers', and sailors' different departments—the hauling up my harmonium out of the boat *vi et armis*, the service, the hymns, the address in the gloomy low-pitched fore-castle, the signing of the temperance pledge by ten men, and the grateful farewells of all hands as we departed; but the result is only a bald description of two hours' work both physically and spiritually most heart stirring.

Questions are often asked by sailors and masters of vessels as we come alongside under sail, or clamber to the decks. Two days ago the master of a schooner wanted to know "if we were all Christians in that boat," and some time before that similar information was sought by the captain of a large German vessel.

She stood high out of the water, being light and in ballast, and at first we were not sure whether she was German or American, the name being *J. D. Bischoff*; in fact, I believe she was American-built, but sold to a German owner.

Having climbed on deck—I forget whether by ladder, rope, or the chains—I got into conversation with the captain, who, after studying with a rather puzzled ex-

pression of countenance the boat, which lay below us in the water as we both leaned over the rails of the quarter-deck, asked me, "Do you belong to the Salvation Army?"

"No," I said, "Church of England; but we love all those who love the Lord Jesus Christ."

He then had another good look at me, and said, "But are you Protestants?"

"Yes, I thank God, we are Protestants," I replied.

"In that case," he said, "the ship is at your service; you can go where you like and do what you like aboard of her."

Our boxes were then hauled up; and the captain bought a German Bible, and with him and the mate I had much conversation. Speaking about Luther's great work in the translation of the Bible into German, I asked if they knew what his last words were, words which I told them I had found familiar to every German I had ever met. And I was pleased to be able to inform them that the dying words of Martin Luther were that supreme text in which all the teaching of his life was summed up. "Also hat Gott die Welt geliebet dass er seinen Eingebornen Sohn gab auf dass Alle die an ihn glauben nicht verloren werden, sondern das ewige Leben haben." (John iii: 16).

They were glad to hear that this great verse they knew so well was Luther's last utterance, a fact which doubtless will further fix it in their memories. And then we spoke of his memorable "stand" at Worms, "Hier stehe ich—Ich kann nicht anders—Gott helfe mir—Amen"—this memorable stand when by that grace divine of which in its freedom he was after St. Paul, Augustine perhaps excepted,



the greatest exponent, the solitary monk who shook the world "stood" himself "unerschrocken."

And with the Germans I lifted up my heart that once again God would raise up in England in these days of "slide" witnesses who would and could play the man for the truth as it is in Jesus according to the Protestant faith, and by faith in Him quench all the fiery darts of the wicked.

"Do you remember," I asked the intently listening and interested Germans, "how his enemies described his personal appearance? And do you remember the words, I think, of Cardinal De Vio—'Ich hasse und fürchte diese Bestie mit seinen schwarzen und feurigen Augen, und ich fürchte dass er wird uns ein grosses Unglück bringen'?" ("I hate and fear this beast with his black and fiery eyes, and I fear he will bring us some great misfortune.")

I may mention here, by way of parenthesis, that D'Aubigne gives somewhat similar words in his Latin quotation from Myconius—"Ego nolo amplius disputare cum hac bestia, habet enim profundos oculos et mirabiles speculationes in capite suo."

In both passages it will be seen Luther is called "that beast"—which came well from the scarlet cardinals, the representatives of her whom John in Patmos saw "drunken with the blood of the saints and with the blood of the martyrs of Jesus."

After much conversation I went, with the hearty good wishes of the captain, to the sailors in the fore-castle, where I found Germans, Norwegians, Swedes, Italians, French, and English. To every one of these nationalities I gave the gospel of St. Luke or of St. John in his own tongue. For

every man I marked a text, and to every man I gave tracts in his own language. To all hands I spoke of Him who shall sprinkle many nations, and in simple words I told them of what He did for us on the cross, and how that sailors should follow Him, and by His grace could do so, for sailors formerly did follow Him, and died for Him, and what was far harder, gave up their sins for His dear sake by the help of His Holy Spirit. That such truths by such an audience should meet so ready and grateful a "reception," or perhaps I should say "hearing," was both touching and encouraging, and many "Leben Sie wohls" were sent after us as we left the ship.

Again, on board an English foreign-going schooner, the *Sappho*, I had from foreign seamen a similar favorable reception. On this occasion the master, who was an Englishman himself, proposed that we should hold service on board, and he suggested the "fo'c'sle" as more roomy than the cabin aft.

Accordingly, up was hauled my harmonium, put together, and brought down with great alacrity by many willing hands, by the step ladder leading into the very deep fore-castle.

This compartment, which is reserved for the sailors, is in the bows of the vessel, and is therefore shaped like the bows and forms a triangle. It sometimes is fitted with bunks for sleeping, and sometimes with hammocks.

The place is sometimes clean and sometimes not. This largely depends on the men themselves.

There is sometimes a table for the men's food, which, when brought to them in the usual little wooden tub, called a "kid," gives

one rather a shock;—and more frequently no table.

The forecastle is sometimes exceedingly warm by reason of the stove, which stands in the middle, the chimney of which runs up through the deck, and the stove itself is sometimes red-hot. When into this apartment the chaplain of the Missions to Seamen descends on a cold, rough day, dripping with the glistening sea spray thrown over him in his boat, and clad in sou'wester and oilskins, he meets so warm an atmospheric reception that he has to go through the rather difficult operation of unrigging rather than suffocation, and re-rigging rather than being drenched when in the boat again.

This forecastle in the *Sappho* was clean, roomy, not so very dark, and fairly cool.

The congregation was composed of English, Germans, Russians, Dutch, and French.

There were the usual hymns, but the feature of this gathering was that I made each man read out in his own tongue the text I chose to speak of. It was read out word by word laboriously, and therefore the more impressively, in the above-named five languages; and it was the immortal promise of the Saviour, "Him—that—cometh—to me—I will—in no wise—cast out." (John vi: 37).

I think the scene very deeply wrote the great truth upon all our minds, that "God, that made the world, hath made of one blood all nations of men," and has of His infinite mercy also redeemed them by one blood, even the precious blood of Christ. Need I say that it was of this Redeemer that I spoke?

Then followed some collects and the Lord's Prayer, and then pray-

er was made for England, that God would bless her, and that the candle of the truth as it is in Jesus might never be put out by the false brethren within her boundaries or in her church; and for France, whose greatest need is Christ, that the righteous blood shed within her gates might for His sake, whose blood speaketh better things than that of Abel, not be remembered against her in heaven, and that the Son of God might pour out upon her sons the gifts of "true belief and true repentance," and purity of life. And then we remembered Holland, that she who in the days of William the Silent was delivered from the Spanish Inquisition, might now conquer dreary unbelief and stand fast in the gospel and be blessed of the Almighty. And it was impossible not to remember Germany, that great Protestant nation, our ancient ally, and akin to us in blood, and prayer went up to heaven in the rolling forecastle for God's blessing on her people and on her Kaiser. And Russia with her millions—for her too we approached the throne of God, that the fogs of ignorance and superstition which brood over her might be dispersed, and that the Lord might raise up men—witnesses for Christ—within her own church for its purification from false doctrine and superstition, and the blessing of the peoples under her sway. And once again we prayed for peace in our time, and for our beloved England, that if or when the storm should burst God might bless and direct her rulers and her people, and "that if peace come, which might God grant, it should be crowned with honor, and that if war come, which God forbid, it might be crowned with victory;" and that, peace or war, God might



be honored and the kingdom of His Son set forward by the peoples of the British Isles.

The representatives of the different nations present, uncredentialed though they were, took a warm interest in all that was done and said, and at the conclusion the Russian bought a Bible in his own language, and the German bought a Bible, and after inquiring if all the books of the Bible, Old and New Testaments, were in the volume, the titles of all of which he repeated in correct order, finished up, as a specimen of German thoroughness, by repeating the names of all the books of the Apocrypha. He knew of course by heart John iii: 16, Luther's last words already referred to, and I got him and every man of my congregation once more, each in his own tongues, to repeat and to mark in their Bible, "Him that cometh to Me I will in no wise cast out."

Then three men signed the temperance pledge, and to each man I gave tracts in his own mother-

tongue, the valuable, or I should say the invaluable, gifts of the Religious Tract Society to the Missions to Seamen, and without which, in many cases, we should be helpless. To the Russian I gave the illustrated story of the Ethiopian eunuch, which I thought in some measure appropriate to the recent interest taken by Russia in Abyssinia; to the German "Gemeinschaft mit Jesu" and other tracts; to the Frenchman "Etes-vous heureux?" and to the Englishman a substantial parcel of literature, and also, in a very tastefully made bag, a library of ten or fifteen volumes of bound books.

Finally we cast lots for a needle-case containing thread, pins, buttons, needles, and a thimble, the fortunate winner being simply overcome with joy at his good fortune; and after about two hours below thus employed in sowing precious seed—imperishable, let us hope—for the great harvest day, we clambered back and up *ad superas auras*, and into our oilskins again.

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### "ONE SOWETH AND ANOTHER REAPETH."

I was at my post in time the next evening, and prompt to the minute my "Quaker lady" turned up. Without a word she got into the boat, and when half across the river she spoke a few words about the "river of life" and the "river of God." I forget all she said exactly, but it was sweet and good. As she left the boat for the inland house she bade me wait her return, and whilst I waited she asked me to read a paper she put into my hands.

Now, I had long since made up my mind never to be caught either psalm-singing, or tract or Bible

reading; but there was something about this Quaker lady I could not resist, and I looked at the paper. On the front was a picture filling the whole page. It was life-like, and I took the whole scene in at a glance. A fleet of fishing boats off Yarmouth; in the background and overhead deep dark clouds, broken here and there by zig-zag lightning flashes; a troubled sea underneath; and all the smacks making for the harbor mouth. I knew the place so well.

I had often been in like circumstances, and knew that to miss

the opening of the Yare, between the Yarmouth Sands and Girls-ton Jetty, meant shipwreck and ruin. My eye and mind followed the whole living scene; would yon vessel reach the goal? was that one being handled in such a manner that port was certain? and so on.

My interest deepened as I looked at the picture; I presently thought I should like to read about it, and turning over the page, saw the heading—"The Coming Storm."

Before I began to read, I felt somewhat uncomfortable, as I knew the way of these tracts, and how one was insensibly led on from the story to the moral of it. But this time I felt too much interest to desist, and read I must. The picture was a living one, I have said, but I found the story more so.

It told the sad tale of a terrible day off Yarmouth; I remembered many of the detailed circumstances: a story of hard, heroic work, of lives saved and of lives lost, of boats so near home that hope for their safety ran high, but one sudden gust of wind, and a heavy lurch of the boat, and all was over. Before I knew what I was doing, I found myself reading the only too apparent moral to the story. The day of the darker judgment coming for this poor world; the sunshine of blessing for ever darkened by the fierce clouds of judgment, the port, so easy to make in clear days of God's grace, for ever shut to the doomed, who have slighted the warnings of coming woe, and failed to enter God's harbor of safety in time.

I was thrilled, appalled, and arrested. The Quaker lady just then returned so silently that I did not notice her until I found

her in the boat. Almost dazed, I rowed her back. She gave me a parting word, a look, and was gone.

It may be we shall only meet again when we shall know as known, and all bear the Master's name and likeness. I know not. I pulled my boat up the beach feeling I must now or never face my past, and that in the presence of the future judgment. Do what I would I could not rid my mind of that picture of dark, black, judgment clouds, and those helpless and lost boats and crews; their fate and my doom got so interwoven in my mind, that to escape it, I felt I must seek the refuge I had so often spurned. I went home; tea was nearly ready; 'twas just such another evening as this, and about the same hour.

Mary had lighted a little fire, and a few embers remained in the grate; I pulled my chair near to the fire, for I felt fairly out of sorts. My heart was breaking, and my eyes filling fast with scalding tears.

I was ashamed to let Mary see my state, so with my back turned to the window I toyed with the poker, and again and again stirred the dying embers in the grate.

"Come along, John, tea is ready," said the wife, but still I gazed at those fast fading coals.

"Come, come; do come, tea will be cold." Still I sat on in restless silence. Presently Mary noticed something was wrong, and came up asking most earnestly what was the matter.

I could stand it no longer, and fairly broke down. Sob followed groan, and groan followed sob. The more anxious the inquiries of the wife, the more troubled did I become; until at last I cried out, "Mary, we are both lost, unless



God saves us, and saves us *now*. Long years ago, wife, you and I went to Sunday School together, and before we married we promised one another that we would live to God; but God and His Book have both been shut out of this home. Let us ask His forgiveness."

With broken hearts and tearful eyes Mary and I knelt down by the table, and we asked God to forgive and save us for Christ's sake.

For long the darkness seemed only to grow deeper; I felt almost in despair, and I need not say we had no tea that night. I read the paper, which had so impressed me, to Mary, and we not only drank in the story, but every word of loving warning in the application. We got no peace, however. Oh, how we prayed the good Lord would send us some one to help us in our distress. We cried, and cried, but no one came. Presently, I remembered that this was the prayer-meeting night in the little meeting room, so I resolved that I would go and see what help I could get there.

Out I went, not straight to the room, but round the corner yonder, and over some sand-hills, and then I peeped through the window. There they were, I knew them all, dear old men, full of the love of God. It was a long time before I could command sufficient courage to go to the door, and it was only after carefully looking this way and that, to make quite sure no one saw me, that I put my hand on the handle, gently turned it, and went in.

They were all on their knees, praying most earnestly, one after the other, and nearly every name in the village was being mentioned. I felt sure my name would come next, and sure enough it did.

"O God, save John," and "Amen! amen!" was the response from every mouth.

My heart leaped into my mouth, I was fairly broken down, and I dropped on my knees crying out aloud, "Do, please, dear Lord, do!" The scene at once changed; none in the room knew of my presence, and my loud appeal for help seemed to be such a wonderful answer to their prayers, that everything after the orthodox order of the usual meeting vanished.

Loud cries to God to save me, from half-a-dozen mouths, all at once filled the room, and louder still the deep Amens were heard. The dear old fellows crowded round me, a poor broken-hearted sinner, weeping on the floor.

Presently light broke in, I felt the mighty load roll away. My Saviour's work for me filled me with gladness and praise, and with joyful hallelujahs we closed that never-to-be-forgotten night.

One or two of them came home with me, and before the night closed in, Mary and I could rejoice together in a new-found joy, and in the knowledge of the Friend that sticketh closer than a brother.

Well, sir, that was only the beginning, but it was a grand one: the devil's power was broken in the place, and many have since turned to God.

John's touching story finished, we knelt down together to thank God for His goodness, and to ask Him to enable us to get together to read His Word, and deepen His work in the souls of these two dear people.—*G. W. H., in The Gospel Messenger.*

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It is high time that government of the saloon, by the saloon and for the saloon should perish from the earth.—*The Independent.*

### New Method of Diminishing the Force of Waves and Surf.

An Italian gentleman, Baron Benvenuto d'Alessandro, living in Paris, 62 rue Bossière, has invented a new method of protecting vessels at sea, entrances to harbors, light-houses, etc., from the force of waves and surf, which he claims is more efficient than the use of oil.

His invention consists in retaining on the surface of the water an unsubmergible floating net by means of outriggers when used to protect vessels in storms at sea, and by attaching it to buoys when used to protect light-houses, hydraulic works in construction, entrances to harbors, etc.

He bases the idea of his invention upon the principle that in covering the surface of the sea with a thin, flexible, light, and floating body of whatever nature, the part covered forms a crust under which the molecules of the imprisoned mass of water can not move in the same manner as the surrounding body of uncovered water, the result being that even the most vio-

lent waves, upon reaching the edge of the crust, instead of climbing over it, of breaking or of destroying it, will pass under it as if there were a fall or difference of level, become flattened out, and lose much of their force.

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### The Unseen Power.

I crossed the ocean on a powerful steamship, which weighed more than twenty thousand tons, and pushed her way against wind and waves at the rate of over twenty knots an hour. I could not see the propelling force; that was hidden deep down in the glowing furnaces, helped constantly with fresh coal.

That illustrates the spiritual life of every strong, healthy, growing Christian; his strength is measured by the inward supply of divine grace. The spiritual force and progress of a growing Christian prove that his life is hid with Jesus Christ. Happy are you if your neighbors who can see you every day can know by your outward conduct that your inner life is fed by an unseen Christ.—*Rev. T. L. Cuyler, D.D.*

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## WORK AMONG SEAMEN.

CORRESPONDENCE, REPORTS, &c.

### At Stations on the Foreign Field.

#### Sweden.

##### SUNDSVALL.

The Rev. E. ERIKSSON writes on July 1:

Our harbor did not open for navigation before May 15, but then there came so many ships at the same time that I could not go to our conference in Stockholm. Four young men on the same ship gave their hearts to Jesus. Two of them are rather talented and I hope they will be strong tools in the Lord's work. Another man was saved too, but he died after a

few days at the hospital. A captain from Holland, who during his sickness had got life in Christ, died also in the faith. A Finn captain, sixty years old, sunk in the vice of drinking, became anxious and cried with a loud voice for the help of God. The Lord heard his prayer and he received grace to believe. He stayed loading a few days and got time to tell his drinking companions that Christ can save the drunkard.

Number of religious services in chapel, 30, on shipboard, 11, elsewhere, 8; prayer meetings, 32; religious visits to hospitals, 12, on ships, 267, in boarding houses,



73; Bibles and Testaments distributed, 50, tracts, &c., 3,500, and 100 yearly calendars in several languages.

#### GOTHENBURG.

Mr. CHRISTIAN NIELSEN writes on July 1:

In the latter part of March I received the following letter from the master of the ship *Laura*:

"With much thanks to you for your kindness and for the blessing which we realized at your mission I write to ask you if it were not possible for you to visit some of the small islands and villages where missionaries very seldom come with the gospel, and where I know the people will be very thankful for your visit. I shall see that all your expenses are made good and give you the addresses of some brethren who will open their homes to you."

Owing to this letter I have visited these islands during the quarter and held meetings in the homes and distributed tracts and Testaments. With a thankful heart I can report that God's blessing has rested upon this effort, and at one of the homes I had the privilege of praying with four men who were confessing their sins and seeking salvation.

I also met with an old sailor who many years ago was converted in the Mariners' Church at San Francisco, but for some years had lived a cold and indifferent life. He confessed his backsliding at one of our meetings, asking the children of God for forgiveness and their prayers. He said, "By the help of God I am to begin anew; that I may return to my first love."

OSCAR, a young sailor who surrendered to God last winter, writes from Southampton:

"It is three months ago since we left Gothenburg and I must confess that it has been three months of hard struggle and I have not always got the victory, but I have always remembered your words 'Never fear to publicly confess your failures or mistakes.' I have done so and it has helped me to overcome and get victory. My shipmates understand that I am in earnest and want to live a Christian life. The first month I often said to myself 'You can't hold out, you must give up,' but, thank God, I have held out, and shall never give up. I realize that God's arm never fails to help in the hour of need.... I pray you will remember me in your prayers."

Number of visits on shipboard, 295, to families and boarding houses, 326, to hospital, 18; religious services held in chapel, 15, in hospital, 11, on shipboard, 21, elsewhere, 25; books and tracts distributed, 7,370, Bibles and Testaments, 115; prayer meetings, 27; average attendance of seamen, 37.

#### Denmark.

##### COPENHAGEN.

The Rev. A. WOLLESEN writes on July 1:

Once more I can report victory, mercy and grace in every department of our work, thousands of those whose home is on the ocean have for a short time cast their lot with us, to whom by speech and song we told the old story of Jesus and His love. Several have given evidence of a broken heart.

In the past quarter 157 Bible bags have been intrusted to brethren on ships, and 17 have been sent to other ports, there to reach brethren who in letters have asked for suitable reading.

One of the brightest conversions of late was that of a Norwegian sailor, nineteen years of age; he came to our Bethel ship careless and sick; we heard his sad story and gave him the best care; he heard the story of the cross and after the sermon we sang the sweet hymn "Come home, come home, you are weary at heart, for the way has been dark, and so lonely and wild." In the holy atmosphere that prevailed he was led to think of miserable years spent in sin, he implored the prayers of the children of God and experienced salvation in the songs Zion.

"Four years ago," said a Finlandian, "in this Bethel ship I gave myself to Jesus, I was but seventeen years of age, but far advanced in sin and crime. I arrived in Copenhagen December 23 with only nine öre in my pocket; no boarding master would give me a lodging; I asked several what I should do; one advised me to go to the police station to be sent home, but rather would I starve; I spoke with a boy, he told me he went to Sabbath School in the Bethel ship and he was sure the missionary would do for me what he could. I went and sat down in the reading room; the welcome and kindness there received became a blessing to the poor boy, and to-night I can say that I have never forgotten this place, the kindness received, the Word and prayers I

heard have been ringing in my ears as music from a better world. God bless you, dear old missionary, may it be your heart's joy to preach the gospel to wandering sailors in the future as in the past and your reward shall be great in the next world."

Two sailors, forty-four and twenty-three years of age, and a widow whom it has been my privilege to visit and pray with, whose warfare now is over, were most wonderfully led to accept Christ as their Saviour. As the final day drew nearer and nearer I observed with thanksgiving how the allurements of the world lost their charms, how the compassionate Jesus gave dying grace for a dying day. Five sailors whom I have learned to know and to love in their affliction are now on the ocean, I trust with the Holy Ghost as their divine teacher. I have letters from two of these dear brethren informing me that in their humble way they point their shipmates to their Redeemer. They implore an interest in our prayers and beg to receive letters at their destination; "Tell us more of Christ that our crew may also gain an interest in His atoning blood."

Number of religious services held in chapel, 44, in hospital, 2, elsewhere, 7; average attendance of seamen at religious services, 100, of others, 40; religious visits to hospitals, 37, in boarding houses and families, 251, on ships, 354; Bibles and Testaments distributed, 273, tracts and printed sermons, 4,000.

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### Germany.

#### HAMBURG.

Mr. H. M. SHARPE writes on July 12:

Oh, how we ought to live and to speak when we come in contact with men whom we may never see again until the judgment day! During the past six months we have had much of God's presence and power; fifteen have publicly confessed the Lord Jesus. I have had letters from others who are thankful to God for the service in the British and American Institute, Hamburg. Some have been offended because the message has been too plain and have stayed away for a time from our service, but have returned again. We have had 792 seamen to our Sunday night services; 9,957 seamen have attended our reading rooms, residents, 388; 1,435 letters have been written by and received for sailors; 373 have been to our Sunday teas; 10

have signed the pledge; I have visited 903 ships, distributed 1,440 tracts, 411 bundles of good reading on deep water ships, given tickets for 250 free meals and 83 tickets for free beds to destitute seamen, the greater part of these being shipped from American ports for the run, and the boarding house masters taking all the advance, and when they get here they are destitute. I made 62 visits to lodging houses, 16 to hospitals, 152 visits to the British consulate and shipping office. Her most gracious majesty, the Queen, has bestowed the honor of knighthood on our Consul-General at Hamburg, Sir WILLIAM WARD, who is one of our committee. Sir WILLIAM and Lady WARD take great interest in our work among the seamen. We have a great number of American seamen visit this port, but not many American ships; this is a great port and it is quite impossible for one man to do all that might be done, but I endeavor to do my best, resting assured that Jesus is with me and all who love Him even unto the end.

Number of American ships in port since last statement, 1, English, 1,720; religious services held in chapel, 28, elsewhere, 26; average attendance of seamen at religious services, 29, of others, 3; religious visits to hospitals, 16, on ships, 903, in boarding houses, 62; Bibles and Testaments distributed, 25, tracts, &c., 1,440.

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### Belgium.

#### ANTWERP.

The Rev. J. ADAMS writes on July 15:

I have been very much cheered lately by evidences that the gospel seed sown in faith is bearing fruit. Many times we ask, "What is the result of our labors?" and the answer often is disappointing and depressing. Men come and go, and so far as we can learn they depart as they came. But occasionally one returns and referring to a former visit, speaks of good received then. Thus it has been recently. An engineer came into our Institute last May, and after heartily greeting me said, "It is just five years ago since I was here and I received then what I have never forgotten and never lost. I was in great trouble, doubtful and perplexed. You were having a little meeting and I came to it. In the course of your remarks you quoted a verse from the Psalms. Those words laid hold of my mind and



changed my whole life. Many a time since they have helped me, and often I have said to my wife when some little trouble has come, 'Rest in the Lord, and wait patiently for Him.' Those were the words you quoted and I have never forgotten them." A long conversation revealed that he is a man with absolute faith in God.

During the same week a sailor came in and told me that four years ago he decided for Christ, led thereto by the lesson I took for my Sunday School class which he attended. A few weeks ago a young officer conducted one of our week evening services. When an apprentice he was here and found the Lord, and now he is a laborer in the Lord's vineyard. Two or three others have been here this year who have testified to good received on former visits, and so we have had verification of and encouragement from the words "Cast thy bread upon the waters and it shall be seen after many days."

But we have not always to wait for years before seeing the fruit of our labor. An American sailor was in the hospital. I visited him. Happily he recovered from his illness. On a recent Sunday he attended our services. At the close of the day he came to me and said: "Mr. ADAMS, you have been very kind to me all along. But your greatest kindness has been done this day. The words you spoke went straight to my heart. From now, by the help of God, I am a changed man." If we have our disappointments we have also our encouragements.

My assistant, Mr. NUTCHEY, is leaving at the end of this month. He has been with me just three years and has shown himself possessed of excellent qualities for work among seamen. There is an interesting notice of Mr. NUTCHEY in the *SAILORS' MAGAZINE* for September, 1892, page 287, I pray that God will send a successor who will accomplish much in His name.

Number of ships in port since last statement, 1,396; religious services held in chapel, 113; attendance of seamen at religious services, 4,571, of others, 2,364; religious visits to hospitals, 21, on ships, 1,319.

## Japan.

YOKOHAMA.

The Rev. W. T. AUSTEN writes on July 11:

Of the ten services held on shipboard, eight were held on the U. S. battle-ship *Oregon*, one on the U. S. S. *Yosemite*, and one on the flag-ship *Newark*. at which latter both Admiral KEMPF and Captain McCALLA were present. At all these services we had large attendances, and much interest was manifested. Our work in the U. S. Naval Hospital has been blest to several; two of the patients have decided for Christ. In addition to our regular work for seamen, we are daily engaged in receiving and caring for the large number of refugee missionaries arriving from China. I am glad I am able to report that we all keep well.

Number of American ships in port since last statement, 28, all others, 329; religious services held in chapel, 45, on shipboard, 10, in hospital, 7; average attendance of seamen at religious services, 38, of others, 4; religious visits to hospitals, 60, on ships, 334, in boarding houses, 121; Bibles and Testaments distributed, 70, parcels of reading matter, 68.

KOBE.

The Rev. EDWARD MAKEHAM writes on July 2:

Under the new harbor regulations ships bringing case oil are in future to anchor at a point between four and five miles further down the bay. To carry on the work afloat we are now compelled to seek some quicker means of getting to and fro than is provided by our present native sampan. I understand that a suitable oil launch can be obtained for about \$600 U. S. gold, (or yen 1,200,) and have therefore started a fund with the object of obtaining such a craft. That the seamen frequenting the port appreciate the efforts of the mission and see the need of a launch is shown in the fact that they have already subscribed yen 100 to the fund.

The work afloat is of the greatest importance; there men can be reached free from the evil influences to which they are too often exposed when on shore. That the message is owned and blessed of God is frequently brought home to us by the letters we receive, sometimes long afterwards when the writer's face has passed from our memory. One such letter is now before us in which a young man, after carefully describing himself and ship, goes on to say "Unfortunately we sailed on the morning of the day on which you and your wife had promised to bring the organ off for a service, but you will

remember me as the lad who gave you the picture of the U. S. S. *Maine* from the mate's room for the reading room. You spoke to me about going home and leading a better life. I am very pleased that I can now report that I kept the promise I made you and have been a converted lad for a little over nine months, and have a stronger desire to press on in the Christian life. . . . I thought I would write you to night, as it is my birthday, and to hear a little news might help to encourage you in the noble work for the Master. In many cases like mine you don't see the results, but you have sown the good seed and so your part of the labor God has and will honor. In closing I will give you my heartfelt thanks for the testimony you bore me when in a foreign land and far from Jesus, and I can safely say I was not the only one on that ship who was led by your presence and testimony to think of the loving Saviour."

Will not some friends of sailors who read this report help us to carry the message of a Saviour's love to our sailor boys when far from home, by sending us some help to our launch fund?

During the past quarter we have been privileged to hold services on the U. S. battle-ships *Baltimore* and *Oregon*.

Number of American ships in port since last statement, 14, all others, 444; religious services held in chapel, 22, on shipboard, 20, at Custom House, 43; average attendance of seamen at religious services, 14, of others, 10; religious visits to hospitals, 25, on ships, 220, in boarding houses, 124; parcels of reading distributed, 52.

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## Uruguay.

MONTEVIDEO.

The Rev. GEO. P. HOWARD writes on July 10:

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## At Ports in the United States.

### New York.

SAILORS' HOME.

Capt. WILLIAM DOLLAR writes on September 1:

The Saturday night meetings are fairly attended considering the excessive heat. Since our dear friend, the Rev. G. B. CUTLER, resigned the work at the Navy

The visits embrace the merchant shipping in our port as well as the naval vessels, the U. S. squadron in particular. The *Chicago*, *Montgomery* and *Wilmington* are now in this port. During the early part of this quarter we had a visit from the U. S. training ship *Hartford*. We enjoyed the visit and interest shown by chaplain STEELE in the spiritual and temporal welfare of the men under his care. Chaplain STEELE preached at our chapel and I had the pleasure of taking a service on board the *Hartford*. We provided comfortable quarters on shore for the naval branch of the Y. M. C. A. Besides the visits and services held on board of the vessels anchored in our harbor, I had the satisfaction of addressing the naval lodge on five or six occasions. One Sunday afternoon I had an earnest talk with a Norwegian captain who had given away very much to drink, and succeeded in persuading him to abandon his bad companions and join our lodge; this he did and for six weeks (vessels are detained in unloading and loading for three months generally) has come out to our meetings, and last Sunday afternoon while visiting his vessel he took me by the hand and most warmly thanked me for having been instrumental in pointing him to the Lord who can give power to lead a temperate life.

One special gospel temperance service held at our chapel on a week night was attended by about forty seamen. We have many proofs that these dear men are warm-hearted and easily influenced for Christ. At this meeting a collection was taken to provide help for needy seamen leaving our hospital.

Number of religious services held in chapel, 24, on shipboard, 3; average attendance of seamen at religious services, 15, of others, 55; religious visits to hospitals, 6, on ships, 37, in boarding houses, 4; tracts distributed, 45 rolls of about 500 pages each.

Yard I have conducted the Wednesday meeting and sometimes the Sabbath evening services with Mr. MACDONALD, of the Naval Branch Y. M. C. A. The average attendance has been from ninety to one hundred, the most of them being young men. No congregation in any church could pay more attention than those men of the sea, and many of them owned to having received a blessing



through the word of God. One service I cannot pass over without mention, conducted by Mr. KEITH; almost one-half of the men raised their hand for prayer, showing the interest some of these men have in the salvation of their souls. May God help those of us who are laboring among the men of the sea to be more faithful in the future than we have ever been in the past, "remembering that whoso winneth souls is wise."

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## Florida.

### PENSACOLA.

Mr. H. C. CUSHMAN writes on July 1:

All vessels coming from infected ports to Pensacola from April to November are quarantined at least five days. The sail ballast is discharged in a crib and under water. Then the vessel is fumigated with burning sulphur; a solution of corrosive sublimate is added to the bilge water, and finally the hold is whitewashed with a coating of lime. This method of disinfection is supposed to destroy all germs and vermin. The vessel is then permitted to come to the city, and while taking cargo she receives a coat of paint. These sanitary measures, together with the improved diet on shipboard, accounts for the good health of the crews these days. Visits are made to vessels three or four days every week, when Bibles, Testaments, tracts and other good literature are distributed. Almost every vessel has a mixed crew. I always take reading matter of different languages. I went on board of a large steamship and found the captain to be an Englishman, the engineer a Scotchman, the crew composed of Irishmen, Frenchmen, Spaniards, Welshmen and Filipinos, the latter to my surprise preferred English to Spanish reading. I find that the Russian Finns are good seamen and are generally pious and respectful. The mate of an English steamship said to me, as I climbed upon the deck, "Well, I suppose you have brought us some back numbers to read." "No, sir," I replied, "the reading matter distributed is carefully selected, and not even a mutilated paper is given."

We are grateful for the prayers and blessings of Mr. E. F. MUNSTER, of No. 7 Albert Square, Belfast, Ireland. He has from time to time supplied us liberally with tracts, &c., in different languages. Mrs. H. S. KEYSER, of Milton, Fla., is interested in behalf of seamen, and fre-

quently sends us bundles of excellent papers. Two young fishermen in the lacrimose stage of drunkenness came into the Anchorage Mission and asked our prayers that they might be delivered from the demon drink. I told them that they must pray also. One of them, a young man from the North, and of a good family, began to say "Lord, help me! for if Thou wilt not help me, there is none to help." I thought of his terrible condition (a habitual drunkard,) and so young! The other, a young man from Louisiana, did not know how to pray without a prayer book, and so he began by repeating the Apostolic Creed, addressing his prayer to the blessed Virgin. Then I told him to pray as in the presence of an all wise, all powerful and everywhere present God and not to a creature, for if a creature could and would help us, our dear father and mother would naturally be the ones to sympathize, help and deliver us.

I climbed on board the five-masted schooner *Robt. A. Garrett*, of Bath, Me., when the crew were taking their evening meal; "Just in time to get my supper," I remarked. "Wny, yes, come and take supper with us," they answered. "No, thank you, I have not time; your food is quite tempting as to variety and quality; is this according to the new dietary for seamen?" "Yes, and it is an improvement, and we are satisfied." Then I thought of that best of all spiritual food and drink, which are so freely provided, and of which if a man eat and drink he shall never hunger nor thirst again. Jesus said, "He that cometh to Me shall never hunger, and he that believeth in Me shall never thirst."

Number of American ships arriving from April 1 to July 1, 20, British, 46, all others, 64; services in chapel, 25; average attendance of seamen, 7, of citizens, 4; visits to hospital, 8, on ships, 132, in boarding houses, 44; Bibles and Testaments distributed, 33, religious papers, 491, tracts, 382; religious services at Anchorage Mission, 26; average attendance of seamen and citizens, 15; Sabbath School sessions, 14; attendance of teachers, 5, children, 17; noon services, 77; average attendance, 6; temperance pledges, 1.

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## Alabama.

### MOBILE.

The Rev. R. A. MICKLE writes on August 6:

Number of American ships in port since last statement, 16, all others, 62; religious services held in chapel, 8, in hospital, 7; average attendance of seamen at religious services, 10, of others, 14; religious visits to hospital, 4, on ships, 99, in boarding houses, 40; Bibles distributed, 2, 1 Swedish and 1 English, and a quantity of magazines, leaflets and SAILORS' MAGAZINES.

Benevolent citizens have sent in excellent magazines during the month. Besides the many given to sailors about to go to sea, there will remain a fine assortment of books and magazines with which to begin our new reading room. This large, well-ventilated and comfortable place will soon be ready for use. We hope soon to report our new Seamen's Home, first part, completed. Some acceptable donations have been made. The monthly concert was numerously attended and greatly enjoyed. Several sailors have slept at night at the Bethel, some have been fed and some assisted in getting employment.

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## Oregon.

### PORTLAND.

Mr. W. S. FLETCHER writes on August 8:

Number of visits to ships since last report, 167, steamers, 8, transports, 1, to hospital, 12; distributed 1,043 religious papers, 434 magazines, 1,498 tracts, 11 books, "At Sea and in Port," and 58 almanacs; visits paid to Insitute nightly by officers, men and boys, 921; attendance at church in Institute on Thursday evenings, 239, on Sunday evenings, 435, of shore people, both evenings, 347.

This has been a small quarter owing to the scarcity of ships and the number of desertions of men who are attracted by the high wages paid on shore for day labor, and the large numbers leaving at Astoria to join the fishing fleet. During the year the Institute has been open there have only been five desertions of apprentices, three of whom the superintendent returned to their ships. This is far below the average of former years.

My association with Dr. HAY, our superintendent, is perfectly harmonious, and everything is done for the best interest of our work. There is a large fleet of ships on the list for this port and will soon begin to arrive. I am getting together a

large amount of choice reading matter for them and trying in many ways to be a benefit to the men of the sea. We don't know when our chaplain will come, but Dr. HAY will remain until he comes.

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## Washington.

### PORT TOWNSEND.

Mr. C. L. TERRY writes on August 10:

Sailors being scarce, the law regarding allotment has a tendency to discourage boarding house men from keeping men in their boarding houses awaiting a chance to ship. A day or so before an outward-bound vessel arrives wanting a crew, they begin to collect from the larger cities up the sound a motly crowd of humanity, with a few of the "salt of the sea" (seamen) sprinkled in among the lot, as *savor*. Seattle is a paradise for the operations of the boarding house man, as he is called. Young men from almost every State in the Union and nearly all countries of the globe have wended their way northward as far as land travel would permit, drawn by the magnetic power of gold discovery on the Arctic; reaching Seattle they find this mirage still northward a thousand miles by ocean travel with a good round sum to pay for transportation thither, which many of them have not got. Among strangers, with money gone, what wonder that they bite at the smooth-tongued gentleman's offer, who pictures to them the beauties of the "isle that lifts its fronded palms in air," telling them in some cases that they will not have to go off of the deck of the vessel; dispelling from their minds with one of their abundant stock of lies the dread that the landsman has of going "way up there," as he terms aloft. One of these unsuspecting lads on reaching his ship asked of the old weather-beaten tar ensconced in the forecandle the whereabouts of the "kitchen," and was informed he would find it in the "back yard."

We have been gladdened by some accepting God's offer of pardon and salvation. A few very precious letters have been received, some of which I hereunto enclose, showing that our labor in the Lord is not in vain. We have found our Home, under God, a great help in winning men to Christ. We try also to keep in touch with our boys by letter, Mrs. TERRY doing much of the correspondence, and I am sure God has greatly blessed her efforts in this direction.



The following are extracts from the letters referred to by Mr. TERRY:

"AT SEA.

"I have had you all continually in my mind and God is my witness that I have frequently prayed for you. This has been a very bad ship ever since we left home, yet the Lord has kept me and delivered me out of many troubles and continually leads me by His own right hand. There were a few good Christian boys on board and we used to have a good time together. I do thank God for leading me to Port Townsend; it truly has been the deliverance of my soul and body. I am subject to severe temptations, yet I must add I can do all things through Christ who strengthens me. Now, beloved, do not think I have given up trusting in our loving Saviour. There is no one else I could go to and tell everything and know that I am heard and forgiven all wrongs."

"THE BIBLE INSTITUTE, CHICAGO.

"I was delightfully surprised to receive your letter. I had almost given up hope entirely. Forgive me for entertaining the thought for one moment that you could have forgotten me. I must confess that I am of a jealous disposition, and when so long a time had elapsed and no word from you, I began to think that there might be some truth in the saying 'Out of sight, out of mind,' and that you were taken up too much with your sailor boys to remember the other *hobo* sailor boy whom you picked up in Macy's boarding house, brought to Jesus, and started on the road to glory. That same boy cannot forget you, and even when he reaches that glory land, among the first for whom he will seek will be those who told him of Jesus, strengthened him in time of need, reproved him when he did amiss, and by precept and example revealed to him the possibilities of living a pure and noble life, with a conscience void of offence toward God and man.

"Again I express my sympathy with you in the trouble which you have had with the little ones, also my joy at their recovery. Poor Mrs. TERRY, I can imagine her sad face and tired look, whilst caring for Donald. I guess it would not have done for me to have come bothering you at that time. I guess papa wore a worried look also. But what a glorious thing it is that we can trust in God at all times. I am in splendid health and having a good time. I am studying hard. I put in something like eighteen

hours a day study. Rise somewhere about six a.m., retire after 12 p.m. Mrs. TERRY will scold me for that. I must say that my head aches at times, but I am getting used to it. I found it very difficult to memorize to any extent at first, but, I thank God, I am now among the first in the lecture room to remember passages, or at least to quote propositions and give references. It is hard work I can assure you; a fellow has to start at 5 or 6 a.m. and keep at it all day until midnight to be able to answer Dr. TORREY's questions on the following day, or to get up before the students and recite. That is the worst part of the business. Of course the ladies' presence makes it worse. All waiting, and eager to criticize and have a laugh at some poor chap's expense. I never knew what real nervousness was until Prof. SAWYER called upon me to sing a solo in the class a few days ago. My knees absolutely refused to remain together, but started some quarrel on their own account. My breath came in gasps, like the wind to the organ with a leaky bellows. Why? Just because of these unmerciful critics. He, the professor, says it is a fine place to break everybody in, and I agree with him. I have regular organ practice every day, and am mastering the instrument nicely.

"I am sending an old card to you that will give an idea of the methods of study, etc. We have to make a report each Tuesday morning before 9 a.m., giving account in detail of work done during the previous week. You will see by the slips I will send that everything is taken account of. Examinations take place in class once a month, certificates awarded.

"I received a blessing last night. I went to a meeting, and met the young woman who gave herself to Jesus last Sunday; she was seeking the baptism of the Holy Spirit. She came up to me with such a smile that made me exclaim, 'What a difference!' She said 'Yes, what a difference! I feel so happy, it is so sweet to know that my sins are all forgiven, and to trust in Jesus.' A young lady student dealt with her six months ago, but was so discouraged that she quit, and just continued to pray for her during these last six months. The convert came out specially to meet this lady student last night and tell her the news, and perhaps you can guess how joyfully the news was received. I am so happy over this particular case because of the great change. One day as hard as Felix and the next a rock like unto Paul. God has indeed

given her light, for whereas before she was so stupid, she now seems to understand in a marvellous manner. She has determined to surrender herself fully to God, to be used of Him. She wants to 'become a soul-winner for Jesus, who has saved such an unworthy one.' I am looking for another soul this week for Jesus. If I fail I shall feel terribly condemned to have to report it. But, He knows. We cannot always see the result of our labors, to report on them, but we can sow the seed and leave it for God to quicken.

"I often look back now and see myself on the tramp toward Port Townsend, and then am lost in wonder and admiration and am filled with a song of praise to God for the wonderful surprise which He had in store for me there, and the numberless blessings which He has continued to shower upon me since I heeded His pleading voice, spoken through His servant. Brother and sister, cheer up, do not get discouraged because apparent small results. Our Father knows your faithfulness. If you had lived a lifetime in Port Townsend with no other trophy for Jesus than myself, what a work you have performed. Some day you will understand."

"PORT PIRIE, S. Australia.

"I never forget your preaching, it has done me good. I'll tell you I am leading a better life now to when I was in Port Townsend. You remember before I left I came to you wishing goodbye, and you said these words to me: 'I wish you would go away as a Christian.' I tell you I shall never forget those words. I long to be back again so you can see the change I made in a few months."

### The Planets for October, 1900.

MERCURY will be visible low in the west just after sunset at the end of the month.

VENUS will be a fine object in the morning sky; slowly decreasing in brilliancy and moving nearer to the sun.

MARS will be visible the latter half of the night, increasing in brightness.

JUPITER will be visible in the southwest after sunset.

SATURN will be visible in the southwest in the early evening.

Princeton.

T. R.

### Sailors' Home, New York.

190 CHERRY STREET.

Reported by Capt. H. O. Appleby, Lessee, for the month of

AUGUST, 1900.

Total arrivals..... 35

### Receipts for August, 1900.

#### MASSACHUSETTS.

Springfield, a memorial gift..... \$ 5 00

#### RHODE ISLAND.

Block Island, collection taken at a service of worship at the Viall Cottage, received per J. M. Whiston..... 7 17

#### CONNECTICUT.

New London, First Church of Christ. 8 60  
Vernon Centre, Congregational Ch.. 2 28  
West Winsted, a friend, for a library to be called the Lumas H. Pease Memorial Library..... 20 60

#### NEW YORK.

New York City, collections on the steamers of the White Star line, received per E. J. Adams..... 150 00  
Collections on the steamers of the International Navigation Co.'s lines, received per H. G. Phillips, cashier..... 88 03  
An apportionment to the AMERICAN SEAMEN'S FRIEND SOCIETY of the proceeds of an entertainment given on board the Atlantic Transport line steamship *Minneapolis*, Capt. Sydney Layland, on her late passage, arriving in New York on the 28 ult. .... 30 00  
Schenectady, Mr. Parson's class in Senior Department of the First Presbyterian Church Sunday School, towards a loan library... 10 47

#### PENNSYLVANIA.

Montrose, Mrs. Henry A. Riley..... 5 00

#### GEORGIA.

Savannah, for a loan library in memory of Ingersoll Washburn, Jr., by his mother, to replace one lost at sea, with the text "He that overcometh shall inherit all things; and I will be his God, and he shall be my son."—Rev. 21st Chap., 7th verse..... 20 00

\$346 53



AMERICAN SEAMEN'S FRIEND SOCIETY'S  
REPORT OF NEW LOAN LIBRARIES  
SHIPPED IN JUNE, JULY AND AUGUST, 1900.

*The whole number of new Loan Libraries sent to sea from the Rooms of the American Seamen's Friend Society at New York and at Boston, Mass., from 1858-9, to April 1, 1900, was 10,717; and the reshipments of the same for the same period were 12,672; the total shipments aggregating 23,389. The number of volumes in these libraries was 532,727, and they were accessible, by shipment and reshipment, to 412,115 men. Ten hundred and sixty-eight libraries, with 39,006 volumes, were placed upon vessels in the United States Navy, and in Naval Hospitals, and were accessible to 125,185 men. One hundred and sixty libraries were placed in one hundred and sixty Stations of the United States Life Saving Service, containing 6,250 volumes, accessible to thirteen hundred and eight Keepers and Surfmen.*

JUNE, 1900.

During June, 1900, twenty-six loan libraries were sent out. Of these eight were new, and eighteen were old ones refitted and reshipped, just as good as new. The new libraries were Nos. 10,743-10,750, inclusive. Assignments of these libraries have been made as follows :

<i>No of Library</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
10743.	M. L. P., of East Orange, N. J., as Charlotte B. Baldwin Memorial Libra- ry.....	Bark Boylston....	Brazil.....	14
10744.	M. L. Roberts, of Northport, Long Island, N. Y.....	Ship Mary L. Burrill....	China.....	24
10745.	Miss Emma Bogardus, of New York City, in memory of Mrs. Mary A. Bo- gardus.....	" Helen Brewer.....	Honolulu.....	24
10746.	Miss Emma Bogardus, of New York City.....	Bark Kate F. Troop....	Zanzibar....	18
10747.	First Presbyterian Church Sunday School of Peekskill, N. Y.....	" Matanzas.....	Havana.....	15
10748.	Helen Lefferts Prime Memorial Fund, Newburgh, New York.....	Barkentine Laurca....	Bahia.....	12
10749.	" " " " "	Bark Adam W. Spies....	Rio Janeiro....	18
10750.	Congregational Sunday School of Wapping, Conn.....	" Ella .....	St. Pierre.....	14

Libraries previously issued were assigned this month, as follows:

0738..M. F. Sayre, of Newark, N. J., through the Thlrd Presbyterian Church.....	Ship St. Mark.....	Manila.....	26
0739..Afternoon School of Seventh Presby- terian Sunday School of New York City, as Miniature Bethel Library.....	" Alex. Gibson....	San Francisco....	28
0740..A friend, for the C. G. Memorial Li- brary.....	" Reuce.....	Yokohama.....	28

# QUARTERLY LOAN LIBRARY REPORT.

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
10741..	Congregational Sunday School of West Hartford, Conn.....	Bark Elmiranda ... ..	Philadelphia and Ponce.....	12

10742..	M. L. P., of East Orange, N. J., as Robert Peele Memorial Library.....	Barkentine Abiel Abbot.	Porto Rico....	12
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The eighteen libraries reshipped were:

8,317	10,160	10,379	10,502	10,626
9,976	10,174	10,387	10,552	10,627
10,020	10,226	10,414	10,600	
10,057	10,326	10,465	10,624	

## JULY, 1900.

During July, 1900, twenty-one loan libraries were sent out. Of these ten were new, and eleven were old ones refitted and reshipped, just as good as new. The new libraries were Nos. 10,751-10,760, inclusive. Assignments of these libraries have been made as follows :

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
10751..	Anne Clay Washburn, of Savannah, Ga.....	Bark Star of the East...	Wellington....	14
10752..	Laura Pease Holmes, of West Winsted, Conn.....	B'k'tine Emma R. Smith.	Desterro.....	10

The eleven libraries reshipped were:

10,357	10,476	10,573	10,607
10,394	10,518	10,582	10,619
10,431	10,538	10,605	

## AUGUST, 1900.

During August, 1900, eighteen loan libraries were sent out. Of these five were new, and thirteen were old ones refitted and reshipped, just as good as new. The new libraries were Nos. 10,761-10,765, inclusive.

The thirteen libraries reshipped were:

9,168	10,095	10,240	10,554	10,672
9,854	10,166	10,261	10,625	
10,005	10,180	10,442	10,659	

## SUMMARY.

<i>New libraries issued in June, 1900—</i>	<i>8</i>	<i>Libraries reshipped in June, 1900—</i>	<i>1-</i>
" "	<i>July, " —10</i>	" "	<i>July, " —1</i>
" "	<i>August, " —5</i>	" "	<i>August, " —1</i>



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**NEW YORK and  
SOUTHAMPTON.**

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SAILING FROM

**NEW YORK EVERY WEDNESDAY.  
SOUTHAMPTON EVERY SATURDAY.**

**NEW YORK EVERY WEDNESDAY.  
ANTWERP EVERY SATURDAY.**

## FLEET.

		Tonnage			Tonnage
LOUIS	Twin Screw	- 11,629	ARAGONIA	Twin Screw	- 5,446
PAUL	" "	- 11,629	NOORDLAND	" "	- 5,212
NEW YORK	" "	- 10,803	WAESLAND	" "	- 4,752
ISIS	" "	- 10,795	PENNLAND	" "	- 3,760
WASHINGTON	" "	- 8,669	BELGENLAND	" "	- 3,692
NEWTHWARK	" "	- 8,607	RHYNLAND	" "	- 3,689
WAESLAND	" "	- 7,116	NEDERLAND	" "	- 2,339
SWITZERLAND	" "	- 5,736	SWITZERLAND	" "	- 2,819

## BUILDING.

		Tonnage			Tonnage
WAESLAND	Twin Screw	- 12,000	MERION	Twin Screw	- 10,000
NEWTHWARK	" "	- 12,000	(A STEAMER)	" "	- 12,000
VERFORD	" "	- 10,000	(A STEAMER)	" "	- 12,000

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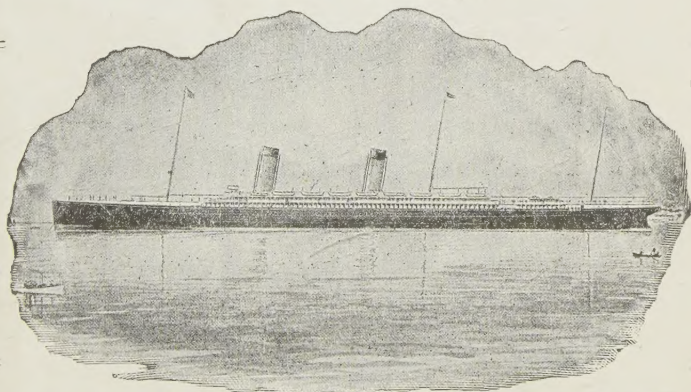
5,065 tons.

"Britannic"

5,004 tons.

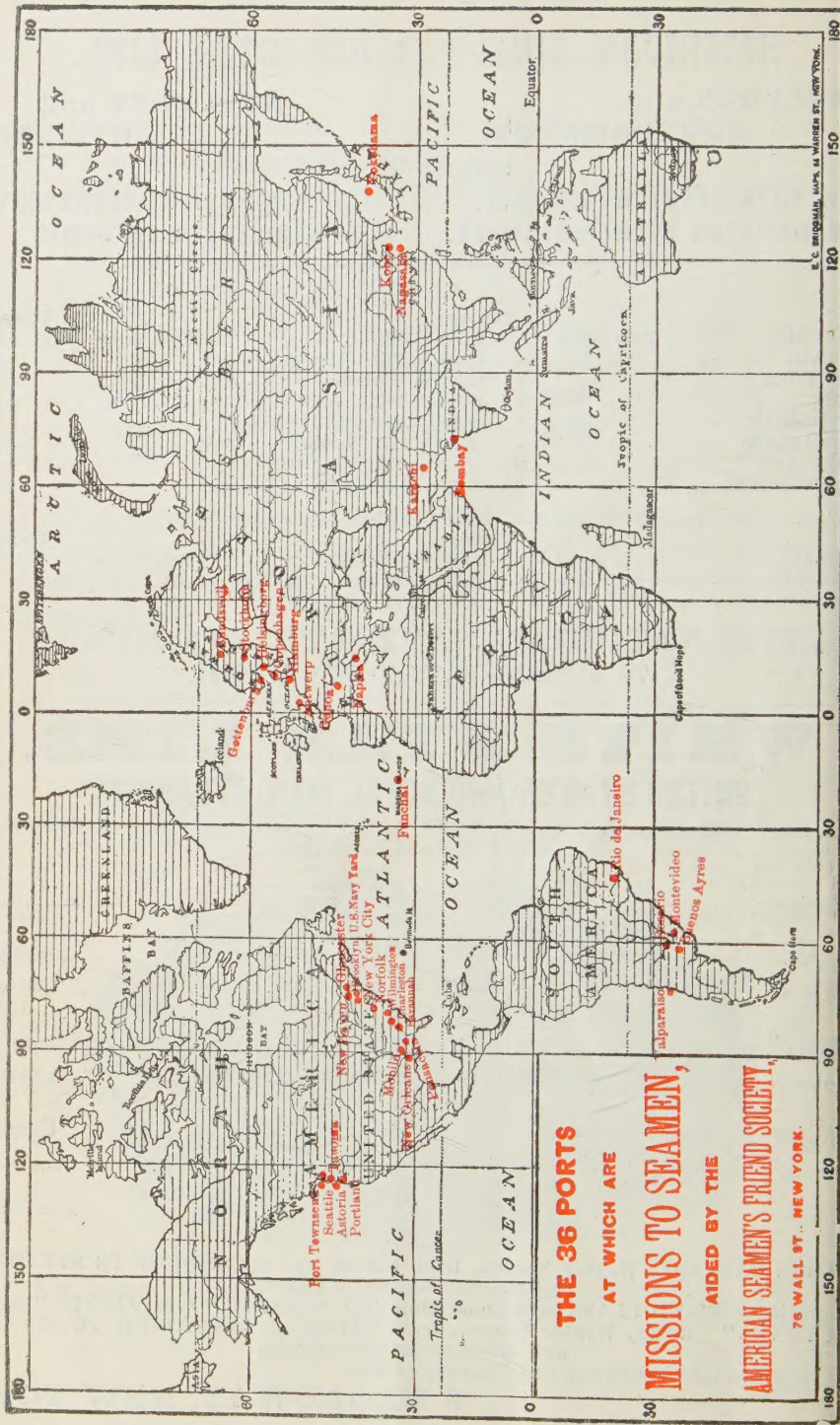
"Cymric"

12,647 tons.



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## THE 36 PORTS

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76 WALL ST., NEW YORK.

E. C. BRIDGMAN, MAPS, 14 WARREN ST., NEW YORK.



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weden: Heisingborg.....	K. I. Berg.
Stockholm.....	J. T. Hedstrom.
Sundsvall.....	Rev. E. Eriksson.
Gottenburg.....	Christian Nielsen.
Denmark: Copenhagen.....	Rev. A. Wollesen.
Germany: Hamburg.....	British and American Sailors' Institute, H. M. Sharpe.
Belgium: Antwerp.....	Antwerp Seamen's Friend Society, Rev. J. Adams.
Italy: Genoa.....	Genoa Harbor Mission, Rev. Donald Miller.
Naples.....	Naples Harbor Mission, Rev. T. Johnstone Irving.
India: Bombay.....	Seamen's Rest, Rev. F. Wood, Superintendent.
Karachi.....	Rev. W. H. Dowling.
Japan: Yokohama.....	Rev. W. T. Austen.
Kobe.....	Rev. Edward Makeham.
Nagasaki.....	John Makins.
Chile: Valparaiso.....	Rev. Frank Thompson.
Argentine Republic: Buenos Ayres.....	Buenos Ayres Sailors' Home, G. L. Chamberlain.
Rosario.....	Rosario Sailors' Home and Mission, R. Stewart.
Uruguay: Montevideo.....	Montevideo Harbor Mission, Rev. G. P. Howard.
Brazil: Funchal.....	Mission to Sailors and Sailors' Rest, Rev. W. G. Smart.
Massachusetts: Gloucester.....	Gloucester Fishermen's Institute, Rev. E. C. Charlton.
Connecticut: New Haven.....	Woman's Sea. Friend Soc'y of Connecticut, Rev. J. O. Bergh.
New York: Sailors' Home.....	Capt. Wm. Dollar.
Brooklyn U. S. Navy Yard.....	Rev. G. B. Cutler.
Virginia: Norfolk.....	Norfolk Port Society, Rev. J. B. Merritt.
North Carolina: Wilmington.....	Wilmington Port Society, Rev. M. A. Barber.
South Carolina: Charleston.....	Charleston Port Society, Rev. P. A. Murray.
Florida: Pensacola.....	Pensacola Port Society, Henry C. Cushman.
Georgia: Savannah.....	Savannah Port Society, H. Iverson.
Alabama: Mobile.....	Mobile Port Society, Rev. R. A. Mickle.
Texas: Galveston.....	Galveston Seamen's Friend Society, Rev. J. F. Sarnier.
Louisiana: New Orleans.....	New Orleans Port Society, James Sherrard.
Oregon: Portland.....	W. S. Fletcher.
Astoria.....	Rev. J. McCormac.
Washington: Tacoma.....	Tacoma Seamen's Friend Society, Rev. R. S. Stubbs.
Seattle.....	Seattle Seamen's Friend Society.
Port Townsend.....	Port Townsend Seamen's Friend Society, C. L. Terry.

## DIRECTORY OF SAILORS' HOMES AND READING ROOMS.

Location.	Established by	Keepers.
Portsmouth, N. H., No. 104 Market St.	Seamen's Aid Society	Rev. J. O. Cornish.
Boston, Mass., N. Sq. Mariners' House	Boston Seamen's Aid Society	Capt. J. P. Hatch.
Phineas Stowe Seamen's Home	Ladies' Bethel Soc'y, 8 N. Bennett St.	George C. Smith.
East Boston, 120 Marginal St.	Episcopal City Mission	James M. Battles, Supt.
New Bedford, Mass., 14 Bethel Court	Ladies' Branch N. B. P. S.	E. Williams.
Providence, R. I., 385 South Main St.	American Seamen's Friend Society	Capt. H. C. Cousins, Supt.
New York, N. Y., 190 Cherry St.	Epis. Missionary Society for Seamen.	Capt. H. O. Appleby.
52 Market St.	Scandinavian Sailors' Home	Daniel Montgomery.
Brooklyn, N. Y., 172 Carroll St.	Finnish Lutheran Seamen's Home	Capt. C. Ullenars, Supt.
112 First Place	Penn. " " "	Capt. R. S. Lippincott.
Philadelphia, Pa., 422 South Front St.	Port Mission, Woman's Auxiliary	
Baltimore, Md., 418 South Ann St.	Wilmington Port Society	Mr. Christofferson.
1737 Thames St.	Ladies' Seamen's Friend Society	Rev. P. A. Murray.
Wilmington, N. C., Front and Dock Sts.	Ladies' Seamen's Friend Society	
Charleston, S. C., 44 Market St.	New Orleans Seamen's Friend Soc'y	
Mobile, Ala.	San Francisco Sea. Friend Society	Capt. Melvin Staples.
New Orleans, La.	Ladies' Seamen's Friend Society	Rev. J. O. Bergh, Supt.
San Francisco, Cal.		
New Haven, Conn.		

## MARINERS' CHURCHES.

Location.	Aided by	Missionaries.
Portland, Me., Fort St., n. Custom House.	Portland Seamen's Friend Society	Rev. G. Southworth.
Boston, Mass., 332 Hanover St.	Baptist Bethel Society	" Jas. Rea, Ph. D.
Bethel, 287 Hanover St.	Boston Seamen's Friend Society	" S. S. Nickerson.
Charlestown, 46 Water St.	Episcopal City Mission	Mr. S. H. King.
East Boston Bethel	Methodist	Rev. L. B. Bates.
120 Marginal St.	Episcopal City Mission	" W. T. Crocker.
Gloucester, Mass., 6 Duncan St.	Gloucester Fishermen's Institute	" E. C. Charlton.
New Bedford, Mass.	New Bedford Port Society	" E. Williams.
New Haven Conn., Bethel, 61 Water St.	Woman's Seamen's Friend Society	" John O. Bergh.
New York, N. Y., Catharine, c. Madison.	New York Port Society	" Samuel Boul.
128 Charlton St.	Westside Branch.	Mr. John McCormack.
34 Pike Street, E. R.	Episcopal Missionary Society	Rev. A. R. Mansfield.
399 West Street, N. R.	The Seamen's Christian Ass'n.	" Stafford Wright.
341 West Street, N. R.	Episcopal Missionary Society	" W. A. A. Gardner.
21 Coenties Slip	" " "	" Isaac Maguire.
53 Beaver Street	Finnish Lutheran Seamen's Church.	" V. K. Dorchman.
Brooklyn, N. Y., U. S. Navy Yard	American Seamen's Friend Society.	" G. B. Cutler.
193 9th Street, near Third Avenue	Danish Ev. Luth. Seamen's Mission.	" R. Andersen.
Scand., William St., near Richard.	Norwegian Luth. Seamen's Mission.	" Jakob Bo.
Philadelphia, Penn., cor. Front & Union.	Presbyterian	" H. F. Lee.
N. W. cor. Front and Queen Sts.	Episcopal Miss. Ass'n for Seamen.	" Geo. S. Gassner.
Front Street, above Navy Yard.	Baptist	" W. Downey.
Washington Ave. and 3rd Street.	Methodist	" E. N. Harris.
Port Missionary, 1420 Chestnut St.	Seamen's Union Bethel Society	" G. W. Heyde.
Baltimore, Md., Aliceanna & Bethel Sts.	Port Mission	Mr. K. S. Willis.
815 South Broadway	Norfolk Seamen's Friend Society	Rev. J. B. Merritt.
Norfolk, Va., Sea. Bethel, 327 Main St.	Wilmington Port Society	" M. A. Barber.
Wilmington, N. C.	Charleston Port Society	" P. A. Murray.
Charleston, S. C., 44 & 46 Market St.	American Seamen's Friend Society.	" H. Iverson.
Savannah, Ga.	" " "	Mr. Henry C. Cushman.
Pensacola, Fla.	" " "	Rev. R. A. Mickle.
Mobile, Ala., Church St., near Water.	Galveston Seamen's Friend Society.	" J. F. Sarnier.
Galveston, Texas, 17th & Mechanic Sts.	Presbyterian	Mr. James Sherrard.
New Orleans, La., Fulton & Jackson Sts.	San Francisco Port Society	Rev. J. Rowell.
San Francisco, Cal.		



# AMERICAN SEAMEN'S FRIEND SOCIETY, 76 Wall Street, New York.

ORGANIZED, MAY 1828.—INCORPORATED, APRIL, 1833.

CHAS. A. STODDARD, D.D., PRESIDENT.

WM. E. STIGER, VICE-PRESIDENT.

W. C. STITT, D.D., SECRETARY.

WILLIAM C. STURGES, TREASURER.

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## OBJECTS OF THE SOCIETY.

ARTICLE II, (of Constitution).—The object of this Society shall be to improve the social and moral condition of seamen, by uniting the efforts of the wise and good in their behalf ; by promoting in every port Boarding Houses of good character, Savings' Banks, Register offices, Libraries, Museums, Reading Rooms, and Schools; and also the ministrations of the gospel, and other religious blessings.

CHAPLAINS.—See preceding page for list of missions and missionaries of this Society.

LOAN LIBRARIES.—On American vessels leaving the port of New York loan libraries are placed for the use of the officers and crews. Each library costs \$20 to the donor, contains 43 well selected books, and is returned and sent out again as long as it lasts. The donor of each library is informed when and where it goes, and the effort is made to secure for the donor a report of its usefulness. These libraries build up the mental, moral and religious life of seamen, and are often the means of their conversion. The whole number of new libraries sent out by the Society up to April 1, 1900, was 10,717. Calculating 12,672 reshipments, their 582,727 volumes have been accessible to 412,115 men. Sunday Schools and Church Societies (Y. P. S. C. E. &c) as well as individuals send these libraries to sea.

THE SAILORS' HOME, No. 190 Cherry Street, New York, is the property of this Society and is leased as a boarding house under careful restrictions. A missionary of the Society resides in the Home and in its comfortable chapel religious and temperance meetings are held every week. Shipwrecked and destitute seamen receive in it temporary aid.

A list of the Society's periodicals will be found on the second page of the cover of this Magazine.